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STEAM DAYS

July 2023
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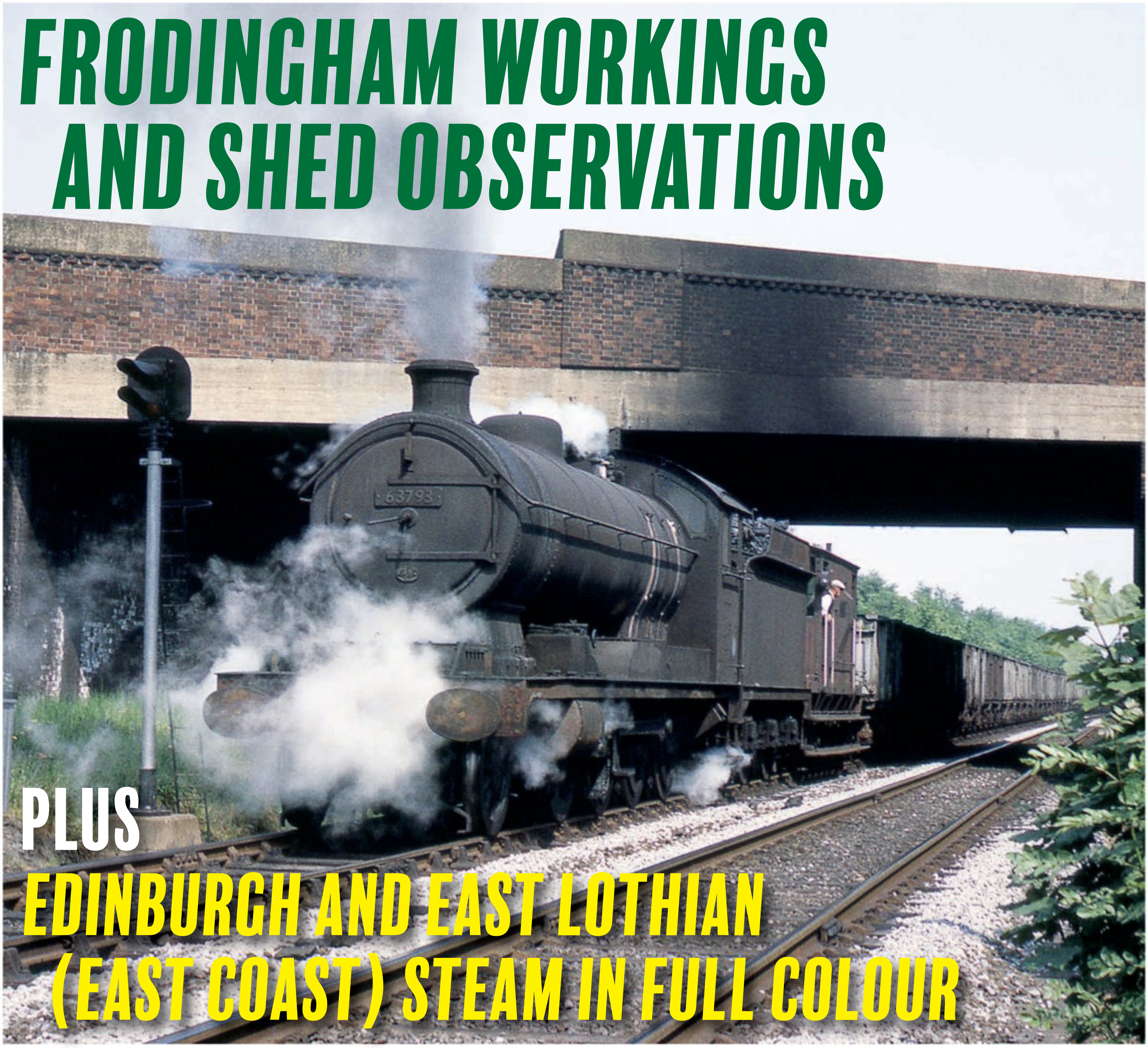

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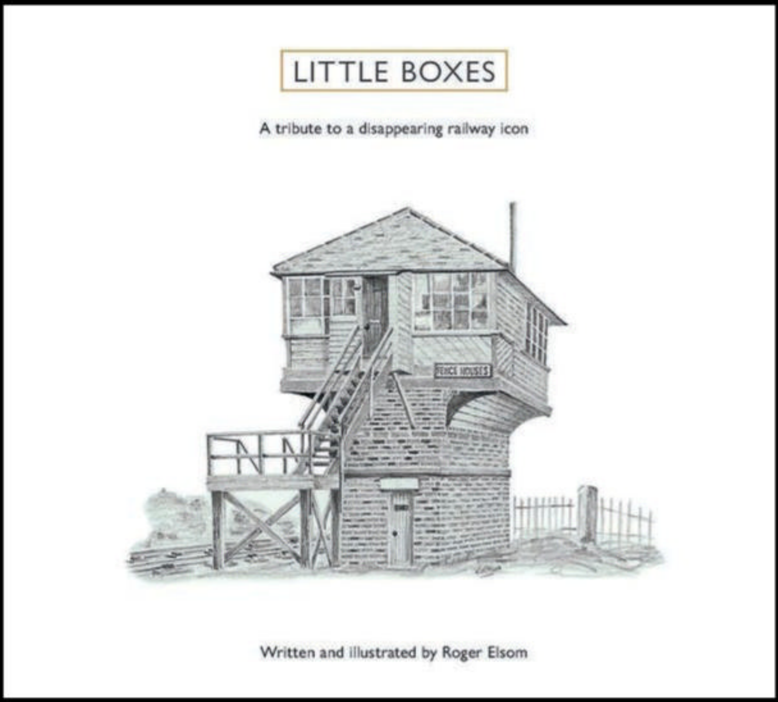
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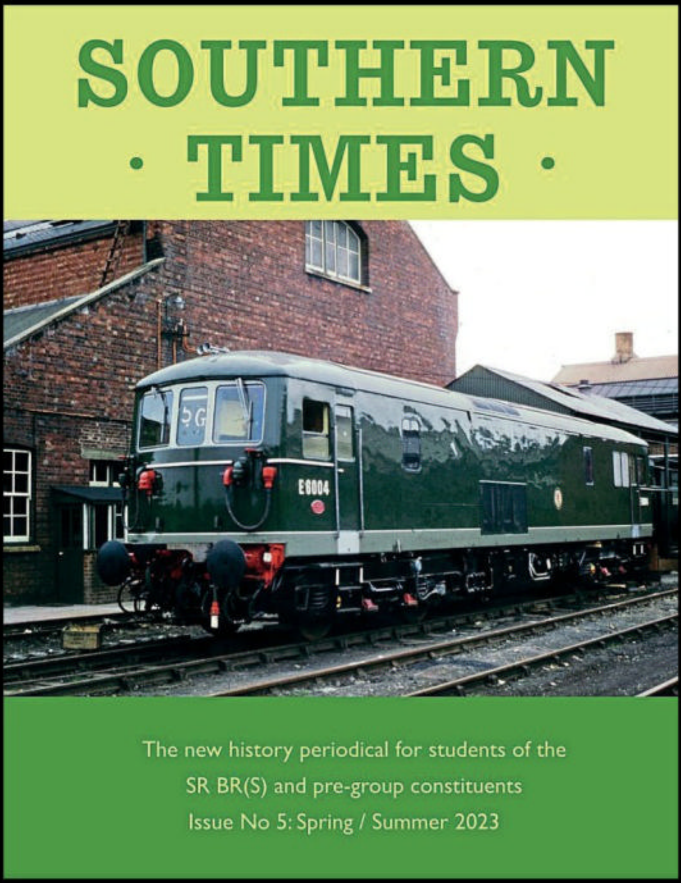
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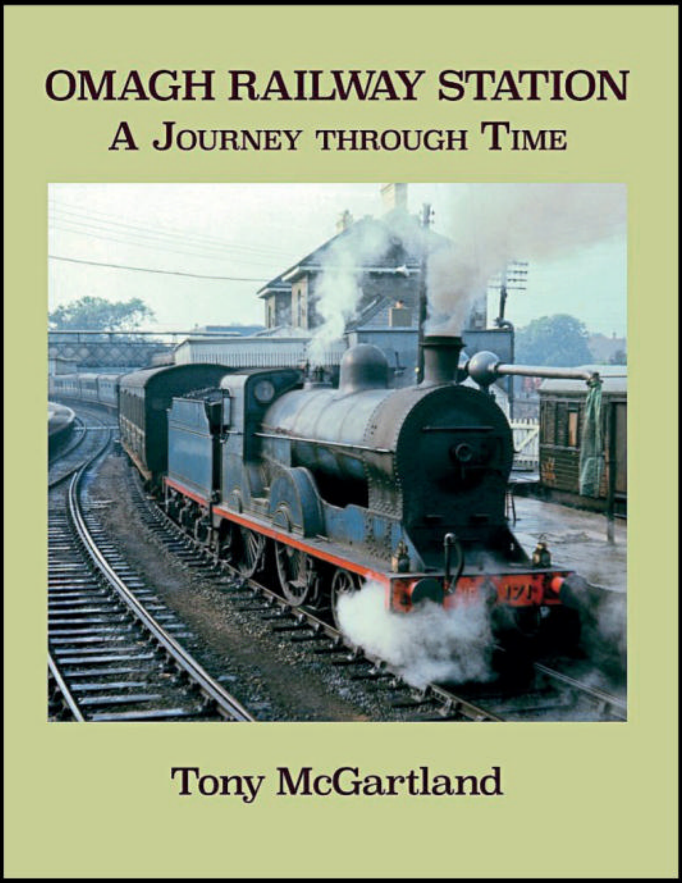
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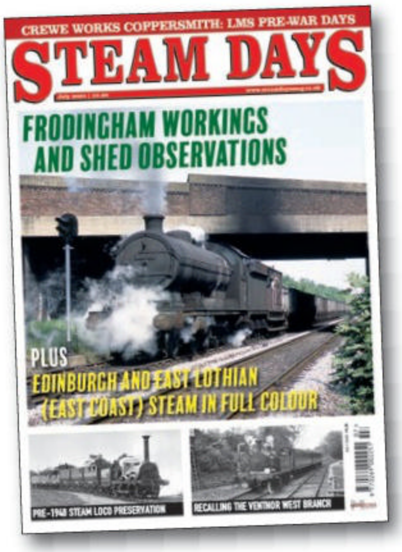
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RECALLING THE VENTNOR WEST BRANCH

Cover: **Hard at work on the regular Gunness to Scunthorpe banking operation of Frodingham shed, 'O4/8' class 2-8-0 No 63793 is seen working tender-first as it passes under the Kingsway roadbridge on the western outskirts of Scunthorpe in May 1964; the train engine will be nearing the station. The loaded mineral wagons are bound for the steelworks reception sidings just beyond Scunthorpe station and will be tripped from there into the nearby works.** Rail-Online

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STEAM DAYS

No 407 July 2023

5 Trains of thought

6 Crewe Works coppersmith – Les Jenks: LMS pre-war times

Andrew Kennedy offers a glimpse into LMS operations at Crewe Works on the steel works site, the words of *Les Jenks* enabling us to step back 87 years to when his career began as an apprentice coppersmith.

15 Frodingham workings and shed observations

Opened in 1932 to replace inadequate facilities at Keadby, *Roger Griffiths* and *John Hooper* offer the big picture in terms of the activities of Frodingham engine shed and particularly its role in servicing the incoming and outgoing traffic needs of the local steel industry.

15 **Built just a stone's throw from a massive iron and steel complex on the edge of Scunthorpe, Frodingham shed was where incoming locomotives were serviced before their back working, this view dating from 2 September 1964 and including a visiting Stanier '8F' 2-8-0 and a BR '9F' 2-10-0.** Rob Tibbits/Colour-Rail.com/198675

29 STEAM DAYS in Colour
223: Edinburgh and East Lothian 'East Coast' steam

The 1950s and 1960s photography of J G Wallace is at the heart of this trip, which spans from Edinburgh (Waverley) to the climb through Cockburnspath to Penmanshiel.

36 Subscriptions

38 The Ventnor West branch

A much loved Isle of Wight Central Railway route that served for a little more than 52 years, *Andrew Britton* enriches the history of the route with memories of staff from SR and British Railways days.

51 Before the National Collection:
the early years of steam preservation

Leonard Rogers considers locomotive preservation before the creation of the British Transport Commission in 1948.

66 Tail Lamp

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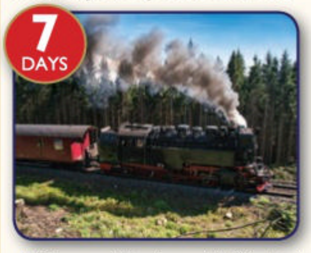

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TRAINS of thought

In this issue of *Steam Days* magazine we take a look at one of the specialised tasks undertaken by the craftsmen inside the Crewe Works complex – the work of the coppersmith. Although there would be a copper shop inside the works, much of the work carried out by the coppersmith took him to other shops in the works to carry out his duties, for example in the erecting shop.

When visiting the works as an enthusiast, either in a small group or in a large organised party, we rarely got the opportunity to witness the workforce undertaking their daily tasks as large parties of enthusiasts were more keen to jot down the numbers of locomotives under construction or repair. Most visits were timed, and the works staff would not want you mingling amongst the parts on the shop floor, like looking for name or number plate of certain nearby locomotive.

I always enjoyed my visits to any works premises and in the days of steam, together with the diesel and electric period afterwards, I only ever visited Crewe, Swindon and Eastleigh works. My first visit to a works premises took me to Swindon Works in 1951, when joining the crowds of enthusiasts waiting for the works gates to be opened at 2pm every Wednesday afternoon. For me it was well worth the five-hour cycle ride from Worcester, especially after seeing in the works the first of the brand-new British Railways '4MT' 4-6-0s in the 75000 series under construction. I recall in later years seeing these early engines of the class again, but this time waiting on one of the scrap lines in 1967, thinking 'what a short life' for an engineering masterpiece, like other steam locomotives built in BR days.

Sadly my first visit to Crewe locomotive works was not until 22 May 1966 when three of us travelled by car when, much to our delight, we witnessed the one-off BR Pacific No 71000 *Duke of Gloucester* in the works yard. Crewe South that day was a fine sight too, with 83 steam locomotives on shed. Crewe was too far for me to cycle there and back in a day, but I now wish that I had driven there sooner than I did, as I passed my driving test in 1962.

One of my most memorable visits to Crewe Works was on 19 March 1967 as we were greeted with three 'special' steam locomotives in the works yard – LNER 'A4' Pacific No 60026 Miles Beevor (minus its front bogies), *Duke of Gloucester* again and BR Standard '9F' 2-10-0 No 92220 *Evening Star* – but the 'icing on the cake' was LNER 'A4' Pacific No 60010 *Dominion of Canada* in the paint shop prior to shipment to Canada – a wonderful sight!

In addition, in the diesel era I witnessed two prototypes at works sites, Maybach-powered diesel-electric Co-Co No 1200 *Falcon* on a visit to Swindon Works on 28 March 1971, when painted rail blue after its purchase by BR from Brush, and on a later visit to Crewe Works on 25 April that year No HS4000 *Kestrel* was seen by me in the works yard, still painted in yellow ochre and scheduled for shipment to the Soviet Union. Enjoy your read and your own special memories!

Rex Kennedy

Next month...

No 4073 *Caerphilly Castle*:
the centenarian
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station by station
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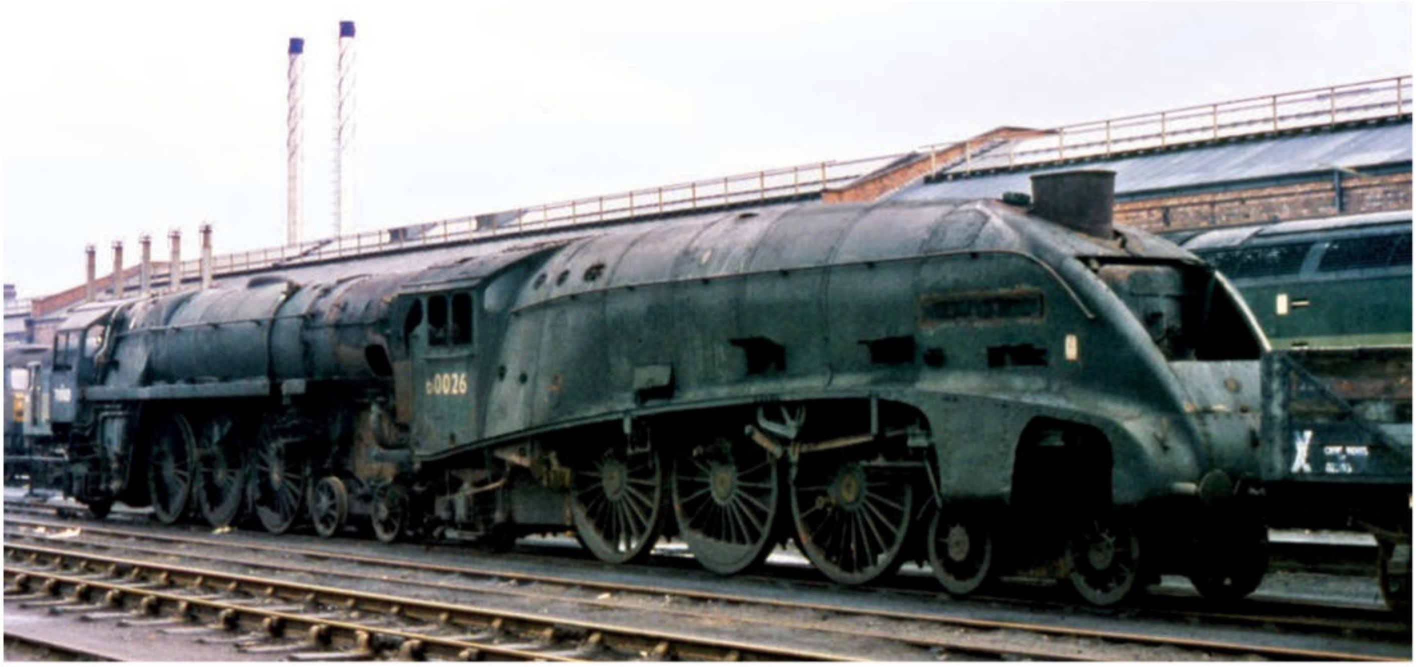
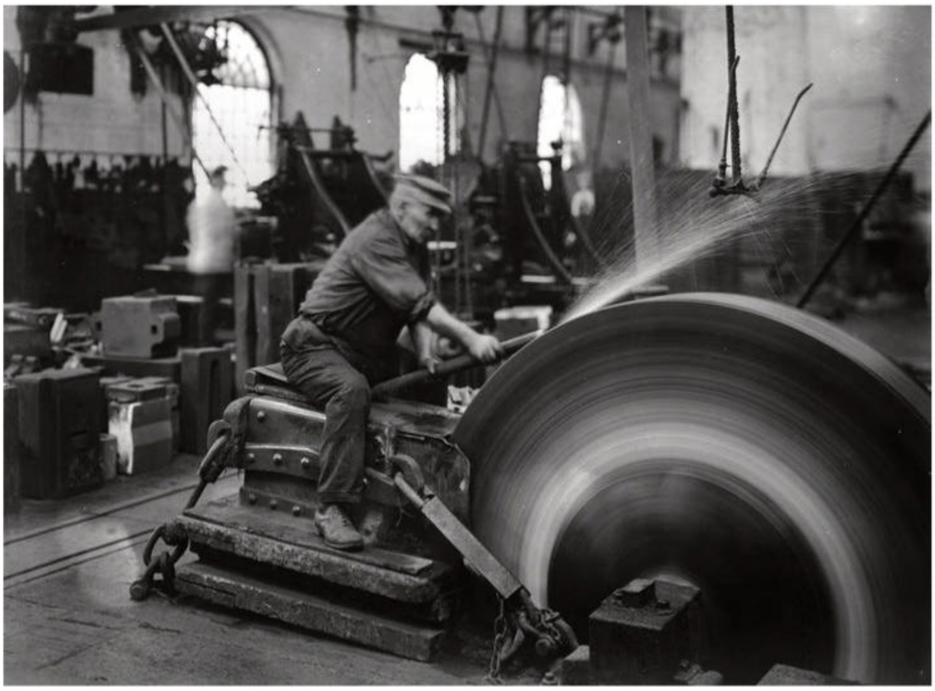
Now outcasts, two condemned Pacifics stand in Crewe Works yard on 2 April 1967, Gresley 'A4' No 60026 *Miles Beevor* and BR '8P' No 71000 *Duke of Gloucester*. The 'A4' had been withdrawn on 21 December 1965 and was now a source of spares for classmate *Sir Nigel Gresley*, which would be returned to LNER garter blue for a main line return as a preserved locomotive, while No 71000 has been shorn of its Caprotti valve gear for its preservation, the BTC having opted not to save the whole locomotive. The hulk of No 60026 would head to Hughes Bolckow & Co Ltd in North Blyth as scrap, while No 71000 was bound for Woodham Brothers scrapyard in Barry and, in the fullness of time, a full revival in better form than ever. Colour-Rail.com/309950



Crewe Works coppersmith – Les Jenks: LMS pre-war times

A town of trains, as Crewe celebrates 180 years since the arrival of the Grand Junction Railway **Andrew Kennedy** *offers a glimpse into LMS operations at Crewe Works on the Steel Works site, the words of* **Les Jenks** *enabling us to step back 87 years to when his career began as an apprentice coppersmith.*



The decision of the Grand Junction Railway to establish a works alongside the junction of the GJR main line and the route to Chester dates back to 1840 and is at the heart of the creation of a railway town, with the works officially opened from 10 May 1843 and ultimately the railway and its community grew and prospered. This view dates from 21 April 1913, so in London & North Western Railway days, and shows the millwright shop of 1868 as part of the Crewe Deviation Works – it is the shop where Ben Jenks spent the latter days of his railway career. A millwright is sitting on a saddle attached to the housing of a massive grindstone and appears to be shaping the end of a boiler tube, the other end of which is resting on the saddle between his knees. Benjamin Jenks was born on 11 July 1894, so would have been 18-years-old when this view of one of the old hands was taken and, as was so often the case at the time for the men of Crewe, his son would look to the railway works for employment when he left school. Bull Austin & Co/LNWRS Collection

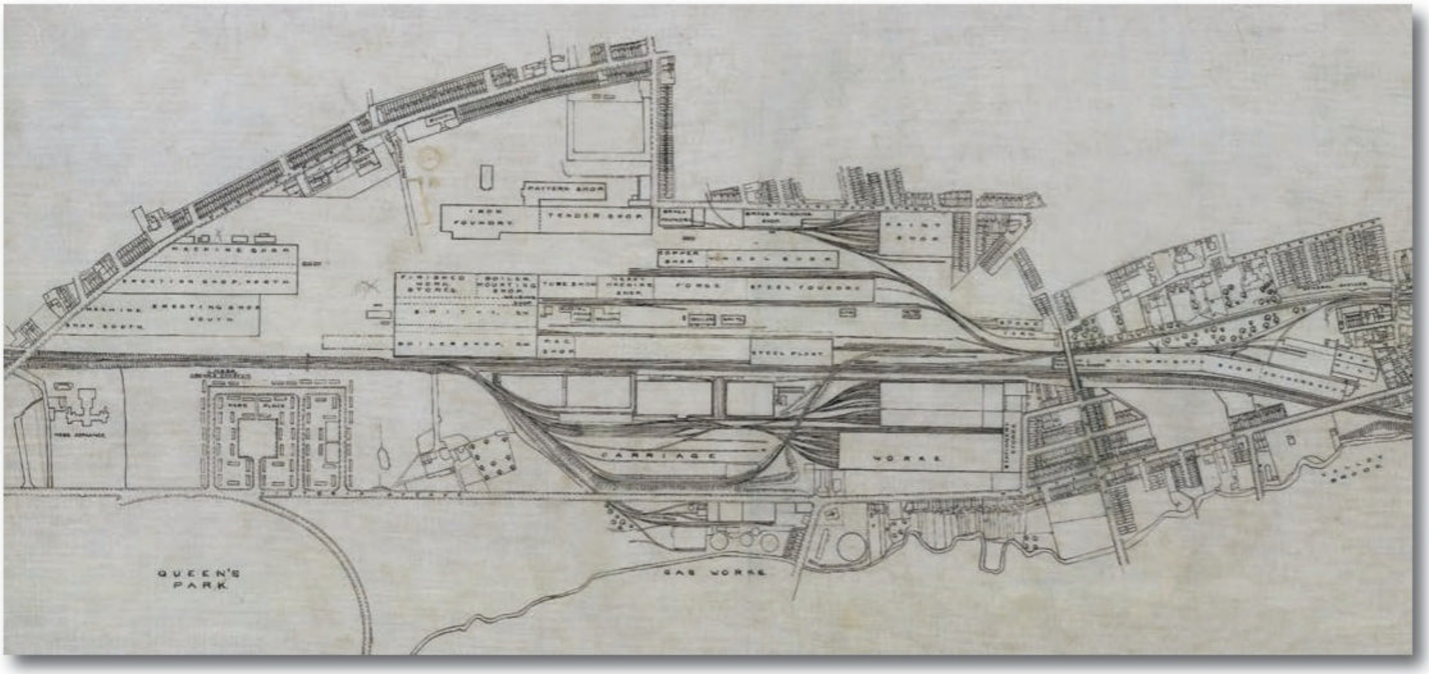
Back in June 2016 I was fortunate to spend an enjoyable afternoon in the company of Les Jenks, an employee at Crewe Works from 1936 through to 1987, and he offered an insight into works operations and how they had changed over the years – imagine starting your time as brand new Stanier 'Jubilee' class 4-6-0s were being outshopped and remaining at the same site until the class '89' prototype AC electric was produced for British Rail. Most of the staff at the works found themselves in the same building day-in day-out but that was not the case for some coppersmiths as very often they were expected to 'go to the job' or had periods when in a coppersmith role but seconded to such places as the tube shop. The LMS ran a strict railway works operation behind closed doors, with few members of the public aware of the working environment, operations and conditions, and photography banned with few exceptions, and not even Les, the son of works' employee Ben Jenks, really knew what to expect when he went for a job. Les recalled: 'The reason why I became an apprentice coppersmith, at that time was if your father worked in the works you could go in as an apprentice; if there wasn't a father in the works you went in as a boy labourer. Now, my father then tried to get me the job in the works and his preferences were, a pattern maker, an electrician or a coppersmith. Any of those he said was a good job, because he was a fitter; finished off as a millwright. Well the one that we got in was the copper shop, so I was 14 years of age – I left school in the September and a week or so after I had to go to the copper shop; 1936.'

'Well my first experience, a neighbour took me to show me where the copper shop was. I looked inside and I can see it vividly now, it was frightening. I could see it was mostly dark and there was men's faces against fires – there was a lot of fires, and these men's faces were glowing by the fires – and I thought, oh, I don't know. So I went in, the foreman, I had a grey suit on, I remember at the time, I wasn't going in an office as an office boy, so I was going 'straight on to the bench' and they said, "Come on, we'll show you your job now". So they took me to a big wooden barrel with an iron plate across the top and there was a big pile of dirty, oily things – I didn't know what they were, which turned out to be axlebox pads; a thing that we don't use anymore and haven't done for many years. These axlebox pads were brought in, thick with the oil. We had to load them up and take them on a handcart through the tender shop to a caustic bosh. I remember the chap in charge, Ralph somebody, and this bosh was boiling and they put these strings of pads into the bosh and when they came out the oil had gone; they were just clean wool and everything. They would take them back to the copper shop, and we'd strip those, all the wool off and put them in the tub, and it made your hands raw, the acid, they got very sore, if you touched anything they'd hurt.'

'Then I found out that the bench at the side made those frames – they were axlebox frames – bent them out of metal and had extended metal on either side where the wool was threaded through. When we'd finished making them, there were three boy labourers used to put the wool in and trim them off. They were fresh new pads, ready to go. We had skeins and skeins of white wool, lovely white wool for doing that with, and that's what I started making. They all went in different numbers for different axleboxes – 'MKs', 'As', and things like that. We had a big machine there, it was a guillotine at the top, small guillotine, and a punch at the bottom, and you'd sit there and punch the springs. The springs that were made to keep these (pads) round the axlebox. The springs went to the smithy to be shaped and then they came back again to us, and we riveted them to the frames.'

'We also used tin, melted tin on the fire, to tin the expanded metal, and that was a bit dangerous if there was a bit damp, because we kept them in an acid first to clean them, and then put them in the molten tin and just blow out. I had no goggles or anything like that then, no gloves, nothing. We did that, and then solder the clips in, made the clips and soldered them in, and we used to punch these springs out, and then turn them over and punch again as the machine came down, it was quite a big machine. So, that was the first job that I ever did.'

Initially, Les found work in the copper shop on a daily basis, which was on the north side of the steel works, with entry from Goddard Street, he explains: 'If you walk through the Goddard Street entrance, taking the front, the first shop that you see on the left is the brass foundry, then you cross an open space and that's the copper shop. Right dead in front of that is the forge, and then you're carrying on, next to the forge is the heavy machine shop, after the heavy machine shop is the tube shop, and then the boiler mounting shop and then the finished works stores; that's in my day.'

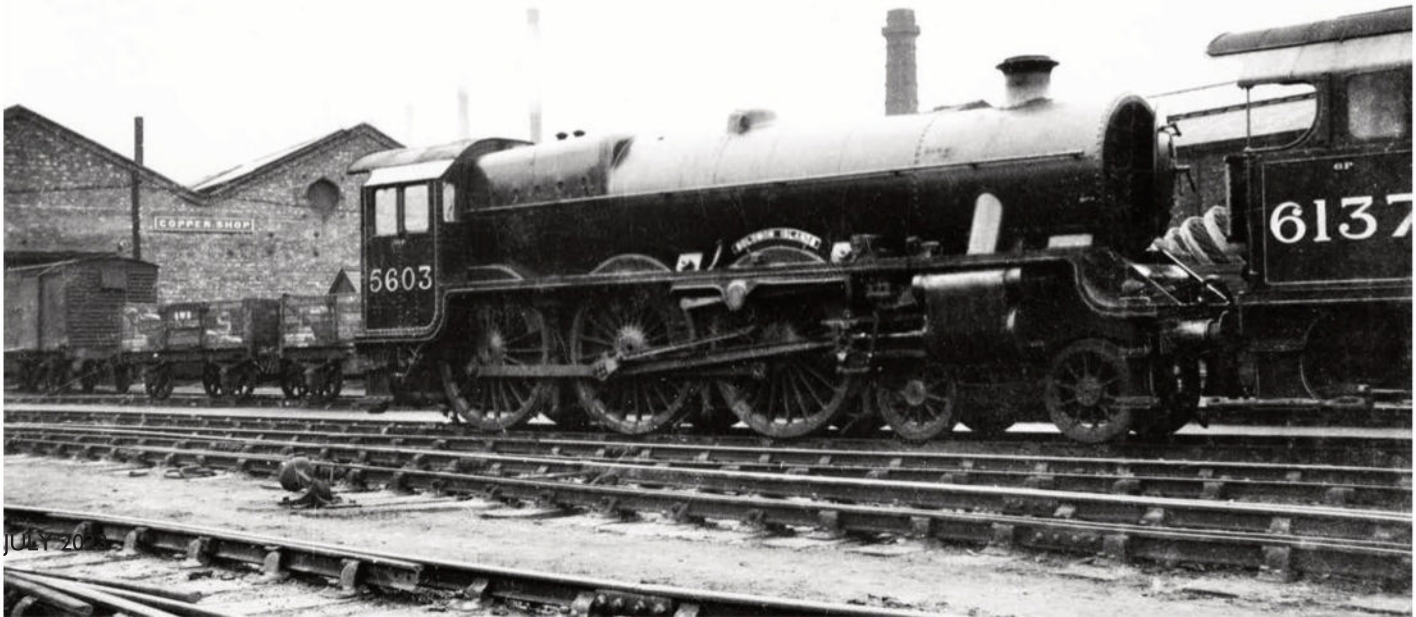


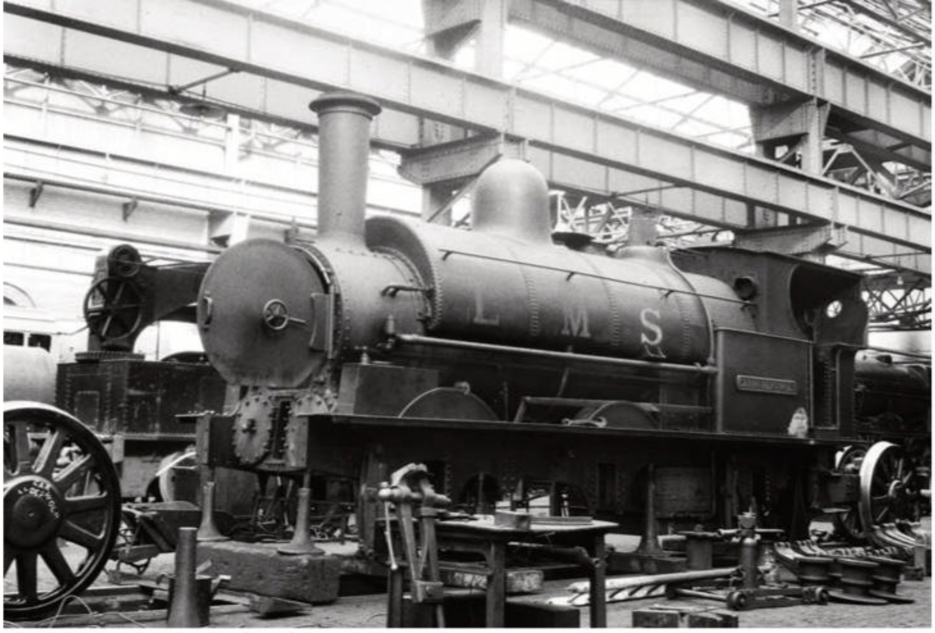
The expansion of Crewe Works began almost from the outset and proved to be westbound until ultimately there was in excess of 1½ miles of railway engineering and office facilities that ran alongside the Crewe to Chester line. Busy in its own right, that route was given a deviation to the south to free up a section of the original railway to purely serve the works. This map is from LMS days and perhaps *circa* 1925 as that was a period of change when long term piecemeal development was finally taken in hand – large sections of the trackplan are as yet blank at the west end of the site, but rails were there; importantly, this map 'locates' many key features. With something like 8,000 employees at its zenith, few knew more than their own patch, so this map shows the territory of both Ben and Les Jenks, but not the Old Works further east. The millwright shop is far right, with the original main line to its north and the 1868 deviation south. Flag Lane overbridge crosses both lines and 500 yards to the west of this was where a new Bessemer steel-making plant was opened in 1864, and the works that developed beyond Flag Lane was thereafter known as the steel works, although the variety of tasks undertaken post-Grouping is very apparent. Accessing the plant via Goddard Street, un-named on this map but on the north side and north-south aligned, its works entrance was between the brass foundry and the tender shop, with the copper shop just a few yards ahead and neighbouring the wheel shop. The tube shop is in the next corridor of buildings and the erecting shops are to the far left, with west end traverser access from a line on the south side of Erecting Shop South. LNWRS Collection

'It's a bit misleading about this 'coppersmith' business because the only copper was the copper pipes that are fitted to the engines, the injectors and drains and all that, the car warmers (carriage heating) and things like that, and that was the only copper we had. Also, the floats that are fitted to the tender, the half-round floats, they were knocked out in the copper shop, and finished with a steel arm, soldered on. Other than that, there was no copper. We didn't have any reason for it, you might get an odd job that had come in for a repair, which is nothing to do with steam engines, and the coppersmith would repair it. For instance, I did a lot of brass oil boxes that had a wick and the part where the wick goes would go rotten or something like that, so we had some fresh little combs made and I used to braze them in with an oxy-acetylene welding jet, well coppersmithing work in that way with brass. I did a lot of brass silver-soldering and things like that, soft soldering, but as far as copper, it's misleading in a way.'

'The copper shop was split into two sections, there was the pipe section and there was the plate job, the 'lagging job' we called that – they called us 'plumbers'. It was a bit resentful because they thought they were the 'bee's knees' – "Oh we're well above them." They were knocking steam pipe casings out, they were knocking corner flanges out, round the firebox, round there – that we didn't do the round plates – did the top-feed, the domes, but that's not copper, it's sheet metalwork, but that's what coppersmiths did.'

Significantly for our story, this east-facing view in the Crewe Works yard records the exterior of the copper shop. It is undated but Stanier 'Jubilee' class 4-6-0 No 5603 *Solomon Islands* was new to traffic at Camden shed on 17 May 1935 and was built by the North British Locomotive Co Ltd at its Queens Park Works, as was its (unseen) 'curved-top' Stanier 4,000 gallon tender. It wasn't named until 24 February 1936, and it is certainly in the condition that Les would have seen it when he first joined the LMS in the September. The livery is crimson lake and the lining is yellow, edged in black. Likewise the neighbouring Fowler 'Royal Scot' class 4-6-0, No 6137, was NBL-built. It was new on 9 September 1927 and was *Vesta* from the outset but became *The Prince of Wales's Volunteers South Lancashire* in October 1936, although we have no confirmation of the name on the day of this photograph. Kidderminster Railway Museum Collection





Les turned 14-years-old on 14 September 1936 and this view inside the erecting shop at Crewe Works was recorded just 13 days later, on Sunday, 27 September, so perhaps this overhaul was an early sighting for him? The locomotive under repair is *Carriage Dept. 6 Wolverton*, an L&NWR 'Special Tank' 0-6-0ST – effectively the tank engine version of a 'DX Goods'. It is currently minus wheels, although one set of the distinctive H-pattern spoke type is just in view on the left and marked 'CAR DEP WOLN'. A Ramsbottom design but with Webb tweaks, this saddle tank was completed as L&NWR No 186 in October 1875 (Crewe No 1944) and as early as August 1892 it was on the duplicate list as No 3155 and remained so until passing to the Carriage Department in May 1901, which saw it gain a cab (*circa* 1913) and led to its survival in traffic until May 1959. No less than 278 of the 'Special Tanks' were built and five of these enjoyed post-nationalisation action at Wolverton Works. L W Perkins/Kidderminster Railway Museum

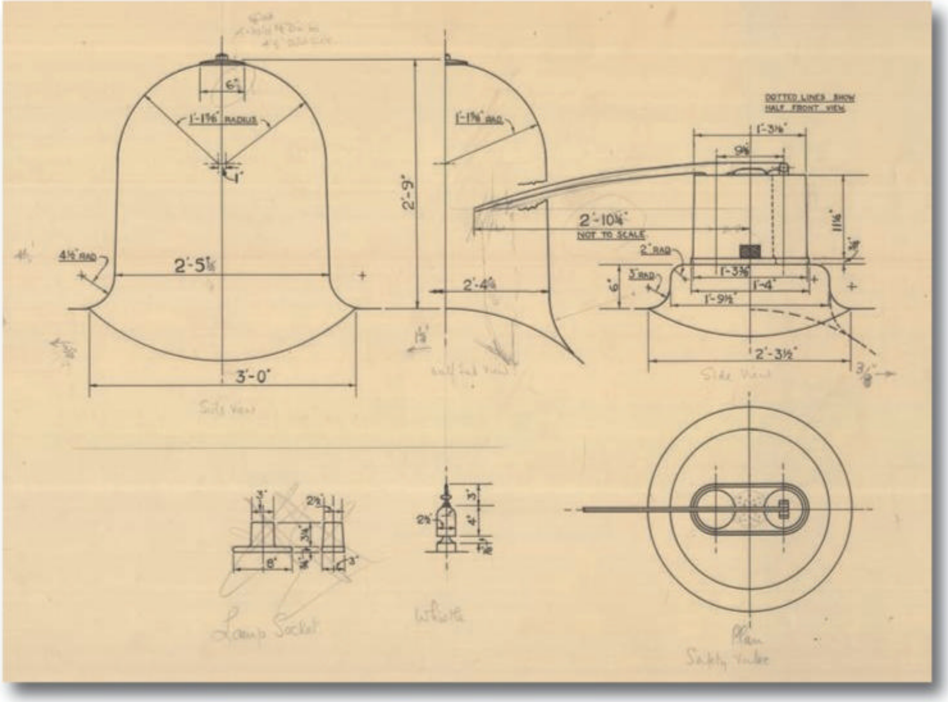
'One of the reasons that I'm wearing hearing aids now, the domes on the older types, the 0-6-0s and 0-8-0s etc, they were knocked out mostly by hand. To start off with on a coke fire you'd have a big wooden block with various holes into it, different sizes. So you'd get your plate red hot in the fire, straight onto there and mallet it through, or get the big hammer. If you were making a top with the old fashioned dome, you cut your disc out first for the top, and then you'd crease it all around the edge, then get those creases on the fire and level them in the wooden block, and you finally got the shape. Then you could put it on to the mechanical hammer, which was driven by compressed air – when you started that you put your thumb over a pipe and kept doing that [moving the thumb] and eventually these hammers would start bouncing with a rubber band between, and you could put your plate on and hammer it. We had two like that. Other than that, we had a stake, which was sweated into a buffer – you get an old carriage or wagon buffer, put the stake in and pour lead in to hold it, and then the top was polished, so you put your plate on there.' Particularly with a big plate, the apprentice would hold it while the coppersmith tapped it into a round.

'I worked with a chap that had come from a naval shipyard, and our hammers were a compressed head hammer that went bom-bom-bom-bom-bom, you could stretch the plate, he'd never seen those before but he said he could do one on an anvil. So, I was the apprentice that, unfortunately, helped him to make this particular dome at the time. The plate was cut out at the right shape and then bent round, and of course you'd get an elongated pair at the side where it went round the boiler. I had to hold that inside while he thumped it with what we called a thinning hammer, on the flat part of an anvil, to stretch the plate, keep turning it round. Eventually, it got its shape, then we had two steel plates as a fixture as a template for putting these on to make sure it was the right radius. Then the coppersmiths would go and, probably, fix them on. That was the only time I was really scared as an apprentice, I went with the coppersmith and they had to stand on top of the engine and I looked down and (sharp intake of breath) … I don't like this at all; frightened of falling.'

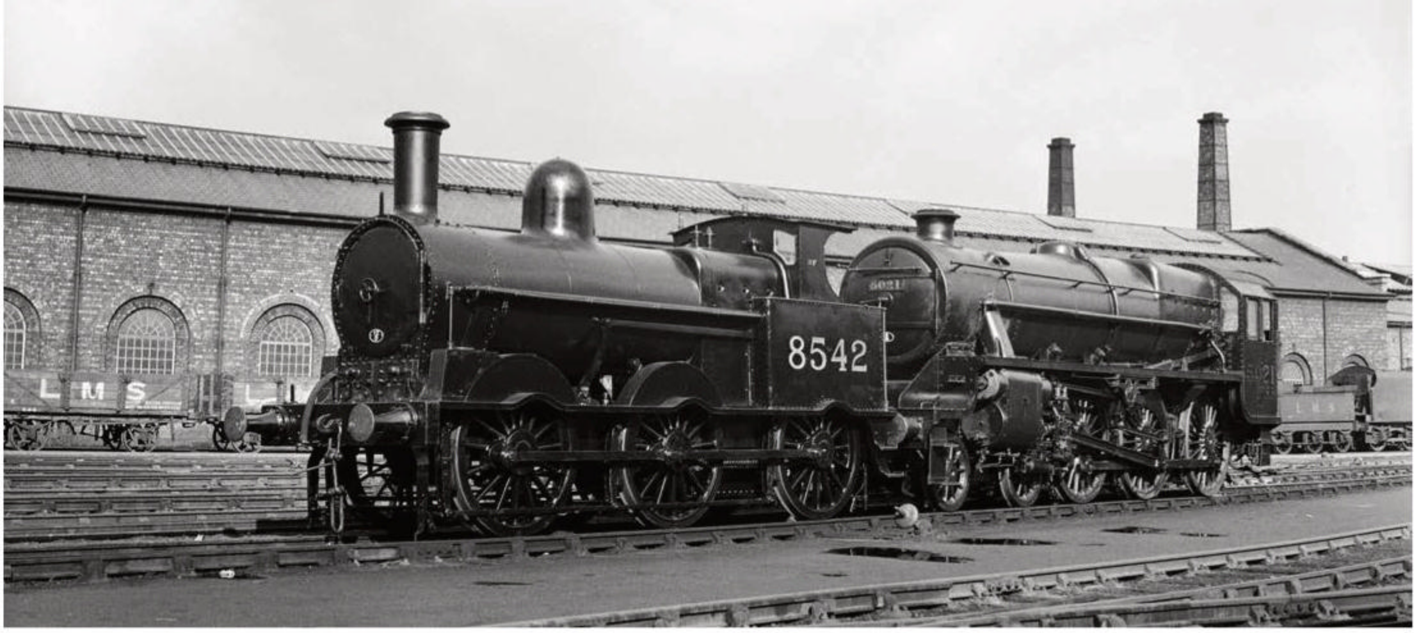
In contrast, Les remembered with pride, polishing the chromed dome of Stanier 'Jubilee' class 4-6-0 No 5552 *Silver Jubilee,* presumably when it was off the engine.

'So, I didn't do much of that, fortunately, but that was sheet metal work. We did have a very good man that came in, from Northwich I think, he got the job because coppersmiths were short, we wanted the men – there was never many more than 100 of us anyway – he was a very good sheet metalworker, and he came and got a job with us and he was brilliant, but he went on the plate side; pipes he knew nothing about.'

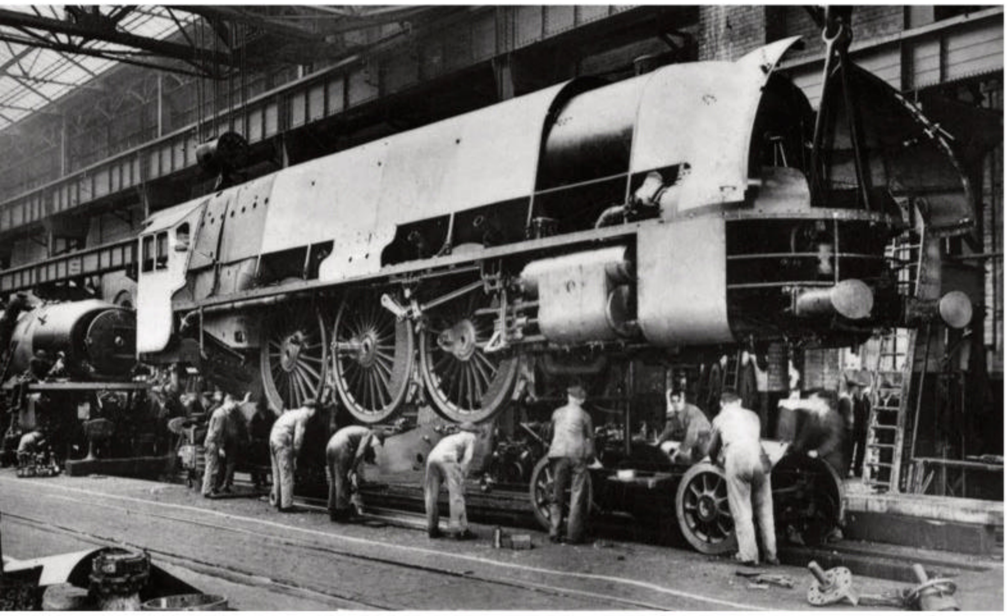
'Now in the very old days they tell me they were turning an engine out in a week, the old steam engines, the 0-4-0s and 0-6-0s, 0-8-0s, things like that; well there's nothing to them. To me they don't look like much like an engine, and these 0-6-0 tanks and things like that are rubbish. To me, I still like the big ones, three-cylinders, two-cylinders, 'Baby Scots', 'Royal Scots', streamlined engines, I liked them – that was made in the copper shop as well, all the plate work for it was done in the copper shop. It was all done on a big wooden jig, started about 12 months to 18 months before I started in 1936. All that was done in the copper shop, knocked out by hand, on the fire. You see the old coppersmiths, the old plate men, there's nothing like that today, it's all done better, quicker. I notice there was a programme on the television from one of the workshops, and they were curving a piece of plate and it was like two rollers and they we doing that with it on this plate (backwards and forwards motion) – we had nothing like that, if we wanted to do that, we'd knock it out by hand and then planish it after. We used to use black lead on the plate and get a stake, and the apprentices would be moving the plate until you'd tapped it all the way over – perfectly smooth.'



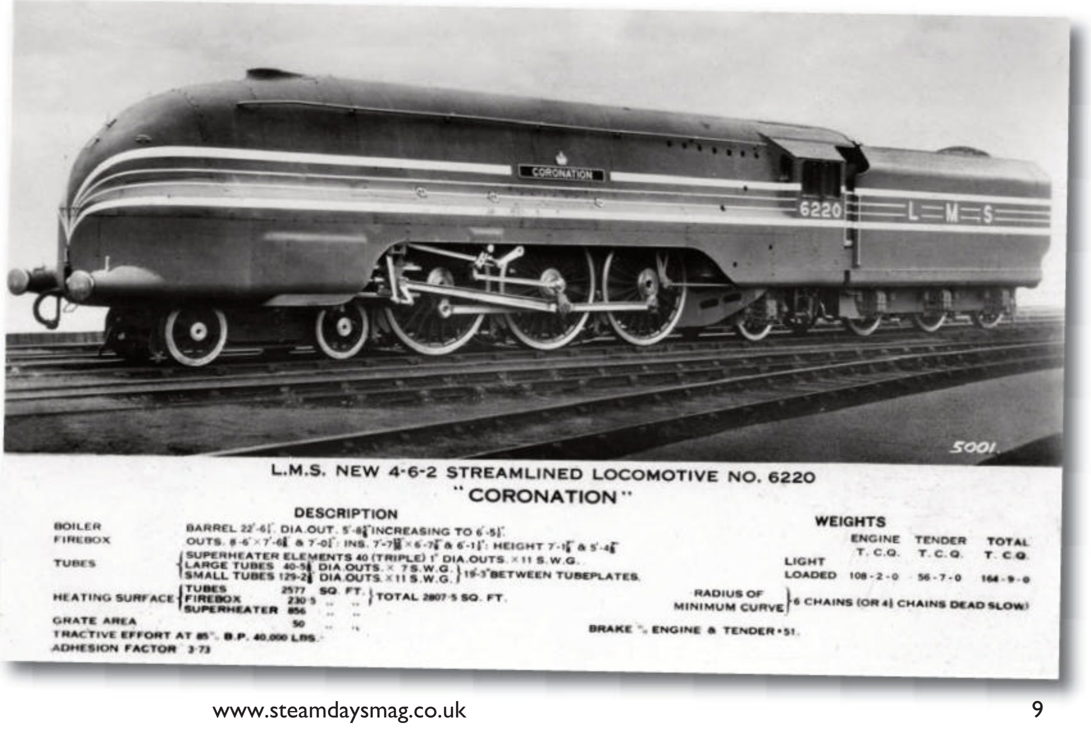
L&NWR dome, safety valve and whistle drawings. The dome is 2ft 9in tall, has a 1ft 1⅝in radius at the top, with a 4½in radius curve outward to the base of 3ft diameter to match the shape of the boiler. Note how the end and side elevations reveal that the core of the dome is not circular, the end view being slightly narrower. All this needs to be created from a single sheet of metal, some heat and hard labour. G H Platt/LNWRS



Another view from the 27 September 1936 visit to Crewe Works records an L&NWR dome in its rightful place – the thought of standing on top of a round-top boiler to place a dome is not for everyone! The nearest engine is Webb '18in Goods' or 'Cauliflower' class 0-6-0 No 8542 (originally L&NWR No 416), with Stanier 'Black Five' class 4-6-0 No 5021 beyond. The older locomotive of the pair was Crewe No 4067 (an L&NWR series that was effectively a works number) and dates from September 1900. It gained a Belpaire firebox in 1924 and would run as No 8542 from April 1928 until 1944, and thereafter serve as No 28542 until withdrawal in February 1948. Ex-works, the shedplate reads 12D for Workington. Beyond, the 'Black Five' is a Vulcan Foundry product of August 1934 and was Warrington (8B)-based. L W Perkins/Kidderminster Railway Museum



New construction in the Crewe Works erecting shop sees the handiwork of coppersmiths transform a powerful but conventional looking engine into a streamliner, the LMS being inspired by both American practice and the need to save face in regard to catching up with the new LNER streamlined trains in terms of public relations. The identities of the two Stanier 'Coronation' Pacifics undergoing assembly in the erecting shop are unknown but the single chimney ones were Nos 6220-24 of Lot No 138 (to traffic in June/July 1937) and Nos 6225-29 of Lot 145 (to traffic between May and September 1938). The nearest of the pair is suspended from one of the 50 ton overhead travelling cranes and both the leading and trailing bogies are in place ready for the 4-6-2.
J Marshall Collection/Kidderminster Railway Museum



L.M.S. NEW 4-6-2 STREAMLINED LOCOMOTIVE NO. 6220
"CORONATION"

DESCRIPTION

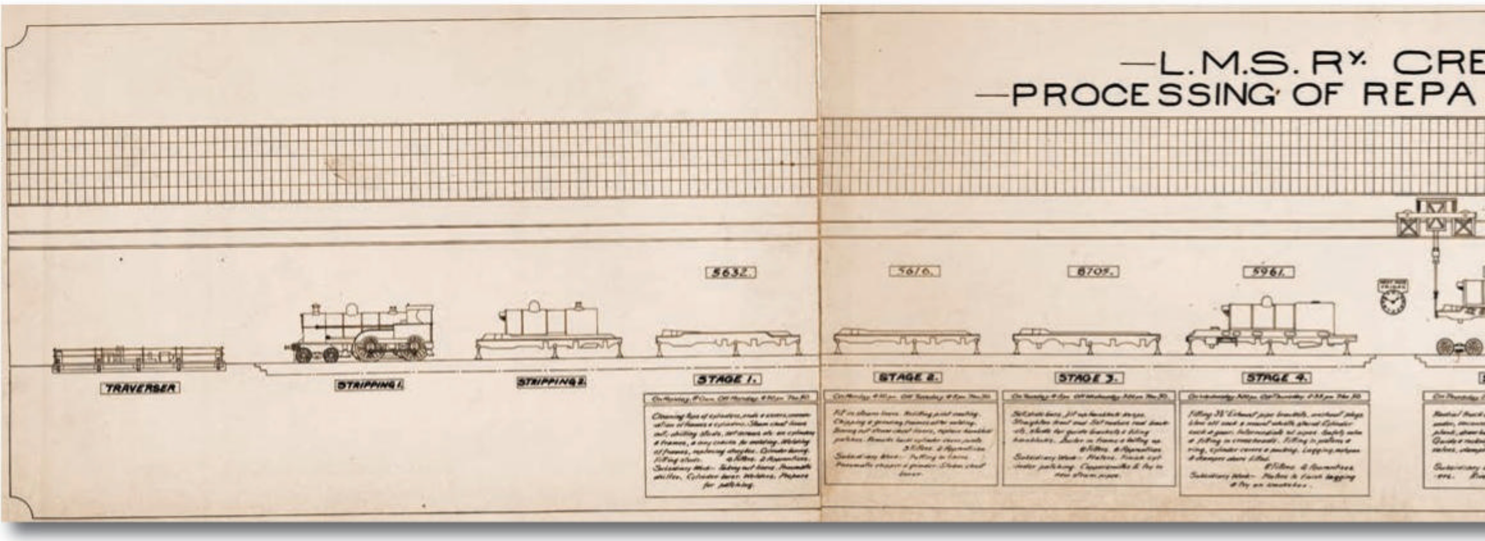
BOILER — BARREL 22'-6¼". DIA.OUT. 5'-8⅝" INCREASING TO 6'-5½".
FIREBOX — OUTS. 8'-6"×7'-6¼" & 7'-0½": INS. 7'-7⅝"×6'-7⅝" & 6'-1⅛": HEIGHT 7'-1⅝" & 5'-4⅝"
TUBES — SUPERHEATER ELEMENTS 40 (TRIPLE) 1" DIA.OUTS.×11 S.W.G.; LARGE TUBES 40-5⅛" DIA.OUTS.× 7 S.W.G.; SMALL TUBES 129-2⅜" DIA.OUTS.×11 S.W.G.; 19'-3" BETWEEN TUBEPLATES.
HEATING SURFACE — TUBES 2577 SQ. FT.; FIREBOX 230·5 " "; SUPERHEATER 856 " "; TOTAL 2807·5 SQ. FT.
GRATE AREA 50 " "
TRACTIVE EFFORT AT 85% B.P. 40,000 LBS.
ADHESION FACTOR 3·73

WEIGHTS

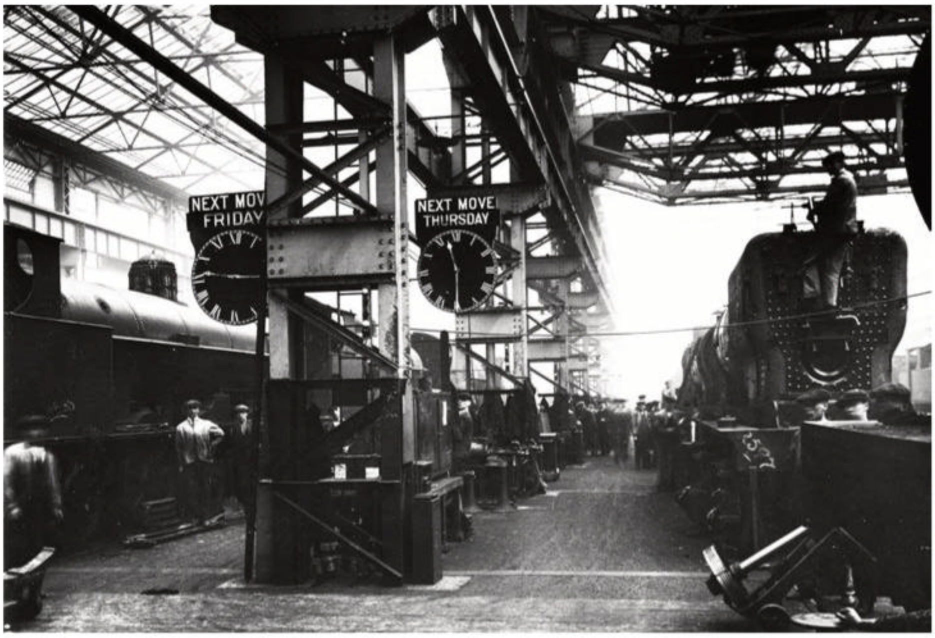
	ENGINE T. C. Q.	TENDER T. C. Q.	TOTAL T. C. Q.
LIGHT			
LOADED	108-2-0	56-7-0	164-9-0

RADIUS OF MINIMUM CURVE — 6 CHAINS (OR 4) CHAINS DEAD SLOW)
BRAKE ". ENGINE & TENDER •51.

The icing on the cake for the LMS streamliners would be the striking liveries, with the first five engines in Caledonian blue and silver, before crimson lake and gold prevailed. The doyen of the class, No 6220 *Coronation,* is playing a role in publicity, doubtless in relation to the Euston-Glasgow 'Coronation Scot' titled train, a 6½ hour journey with just one intermediate stop, Carlisle. Although the weight is quoted, it is perhaps more telling that the 16 SWG steel sheet crafted as streamlining added 2 tons 17cwt to the locomotive. Official calculations would be made that the streamlining saved 2 per cent on fuel consumption but in the everyday world of routine maintenance the casing was a headache and in November 1945 the funding was agreed to defrock the fleet and instead provide smoke deflectors. J Marshall Collection/ Kidderminster Railway Museum



Fully explained, the 10 stages of the new belt system of processing repairs to locomotives at Crewe Works. LNWRS Collection



The evolution of Crewe steel works post-1925 saw the creation of a new erecting shop and with it came increased efficiency in the form of the 'belt' repair system – in the centre of this view are clocks to show the day and time for the next move for each belt. Engines entered the new erecting shop from its south side, on a traverser and always facing 'smokebox west'. With this in mind, this 1926 view is clearly recorded from near the east end of the building, looking west. Progressively, the locomotives become more complete as they move up the shop, and with entry at the west end of the building and exit at the east the operation was seamless. On the right is Webb '19in Goods' 4-6-0 No 2597 of November 1907 (Crewe No 4696), which is being fitted with a new boiler with a Belpaire firebox. The class was a mixed traffic version of the 'Experiment' class and this example would serve until December 1934. On the left is a line of ex-L&NWR 0-8-0s. LNWRS Collection

'The erecting shop was the only one in the country, or in the world for that matter, with a belt system for overhauls. You've got A Belt, 2 Belt, B Belt, 4 Belt, 5 Belt, and 6 Belt. The engines all came in at the bottom and they went out right, and it was all done in a matter of a week to 10 days, and it was the only system that was ever done like that; no one else. The 'Royal Scots' I've worked on those on steam pipes, I've worked on the 'Princess' on the steam pipes in the smokebox – it's not an easy place to work, you're working already on a radius. It was all done in the erecting shop. We only did the 'generals', most of the time, our job. That's why I come involved with the big stuff. What went down 6 Belt and 5 Belt is what I worked on, the other belts I didn't have to do steam pipes on.'

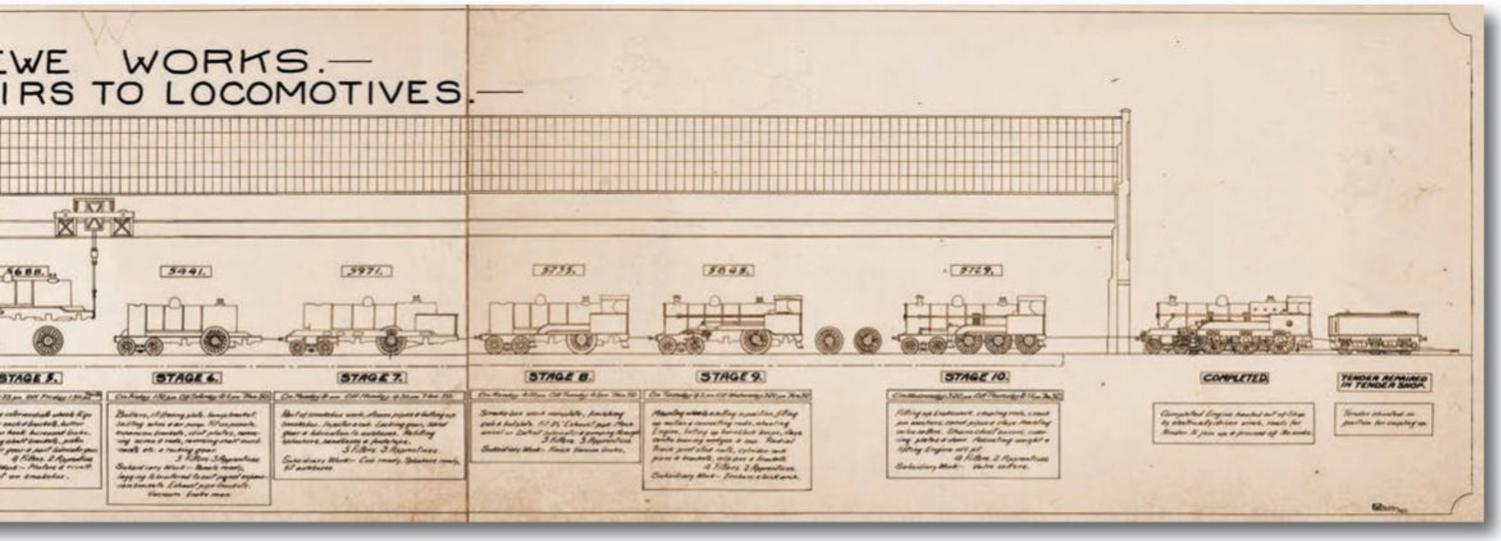
'I did go on steam pipes as an apprentice and the coppersmith I worked with, he was a bit of a bully type. What we had to do, or what the lads had to do, and I was on a three-cylinders at the time, was put the three cylinders' (steam pipe) on my shoulder – I'm 9 stone 7lb at the time, a lad of 16/17 – go up a ladder up against the side of the smokebox and the front of the cylinders. The inside cylinder protruded about six inches – you used to have to put your foot on that there, put your fingers through a hole where the long dummy went, and swing round into the smokebox with the pipe for the coppersmith, who is standing there. I fell out twice, into the pit, luckily I didn't get hurt. The pipe went down with a clang. My foot slipped off there. I'm only a young lad, and a big steam pipe. I never did that to any lad that worked with me – never.'

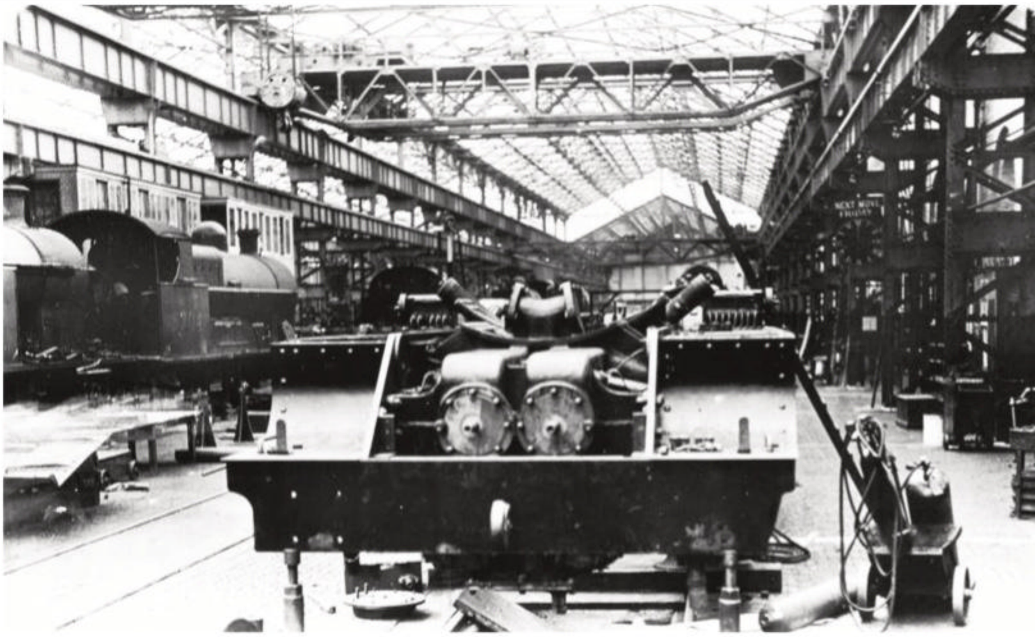
'We weren't allowed to use the cranes you see, the fitters used the cranes to put their things in but we had to carry our stuff, so (later on) very often when I had an apprentice with me, we worked it well together. I used to hold the pipe up from the floor (to above head height) and he'd take them up from there and we'd just put them inside (the smokebox) then.'

'Don't forget, we've got ever so many overhauls – we've got the 'generals' we've got the 'light', we've got the 'casual', the 'intermediates' and all that – I dealt mostly with 'generals', well that's when the boiler came out. Well the engine came in at the bottom end of the erecting shop, by the traverse, straight into the stripping pit. That job then would strip everything down, all the pipes would go into a tray, they'd go on to a trailer, whip them off to the copper shop. All the other parts would go, the springs would come out, they'd go to the spring shop, everything was moved very quick, and it was just like the framework would move then to the next section (of the shop). All lifted by crane, everything was moved by the main crane, 50 tons. We had the two big 50 ton cranes, and then a 10 ton crane below that, so the main ones would just hook the body up and they'd keep moving it. In that next section then they would do repairs to the main frames, welding pieces in, strengthen stretchers and all that business. They'd do that work, and also the cylinders, they'd do all that. The hornblocks would be faced, a chap used to sit there and face the hornblocks off, get his block and try them until he got that perfect, then it'd move up to the next stage.'

Les did the steam pipe repair and renewal as both an apprentice to an coppersmith and then, later, as a coppersmith himself, so grew to know the job intimately.

'Our coppersmiths, we had various jobs and each job had their own, so when I went on steam pipes what I did was try the pipe up first, to see how it fits, and the pipe goes against the header, with a cone between, a metal ring which is chamfered, to make the joint. The steam pipe itself is a face-to-face joint and it goes on this cone. These cones are





At the west end of the erecting shop sometime in the 1930s we find the substructure of a Stanier 'Princess Royal' Pacific after the locomotive has been through the stripping process and now showing the inside cylinders and smokebox saddle; the front bogie has been removed. On the left is ex-L&NWR 'Prince of Wales' class 4-6-0 No 6704 *Scotia*, with Belpaire firebox, which is presumably, unlike the Pacific, not receiving a general repair as it is mid-way along the shop, in a belt of engines facing east, and it retains its boiler. Key to the belt system was the allocation of locomotives having a similar level of overhaul, and new construction was on another road. In the 1935-39 period the annual output for the latter accounted for 74, 64, 43, 46 and 33 locomotives, and classified repairs in the same period ranged from 1,560 to 1,918 locomotives each year. LNWRS Collection

various thicknesses so I used to stipulate, I either want a thin cone or a thick cone. So when I tried it in, you could feel with your fingers round the edge, how it's fitting. If the pipe, we'll say, is an inch or so higher than the cone, it wants lowering. So what I would do then is take the steam pipe, inside the smokebox, put my oxy-acetylene cutter on and cut the bottom cone off; put it at an angle for welding. Then fit a new cone on top of the cylinder, with a new end, bolt that down with a three-cornered flange, lower the pipe down, fasten it at the top – so then the cone would be level with the top – fasten that up, make sure that it runs down through the aperture correct, and away from the box. So I set it down then on to the chamfered end of the new cone at the bottom. If it isn't quite right, push a chisel or two through, then tack it; a couple or three tacks. Then take it all down, on the floor, and I used to put it in a bench then and weld around it. Weld that, and then I used to take it in the coppersmiths' corner and water test it with 240psi water to see if it's alright. Then I used to put it down then and Lithgow's would collect it to do the facing up.'

'The material when it was issued from the workshops, after it had been repaired, would be in the centre, there would be the 6 Belt centre and 5 Belt centre, and they'd put the things there. When I used to go and get the steam pipes, they were in a trough by the side of the belt. So I'd go there, look for the steam pipe that I wanted, among others, and take them straight to the loco then. Except when I was fitting new pipes, which would come from the copper shop then. The copper shop would bend the pipe on a big press and then send the pipe to me, and I'd go and fit it then, get the cones out the stores, go and fit it.'

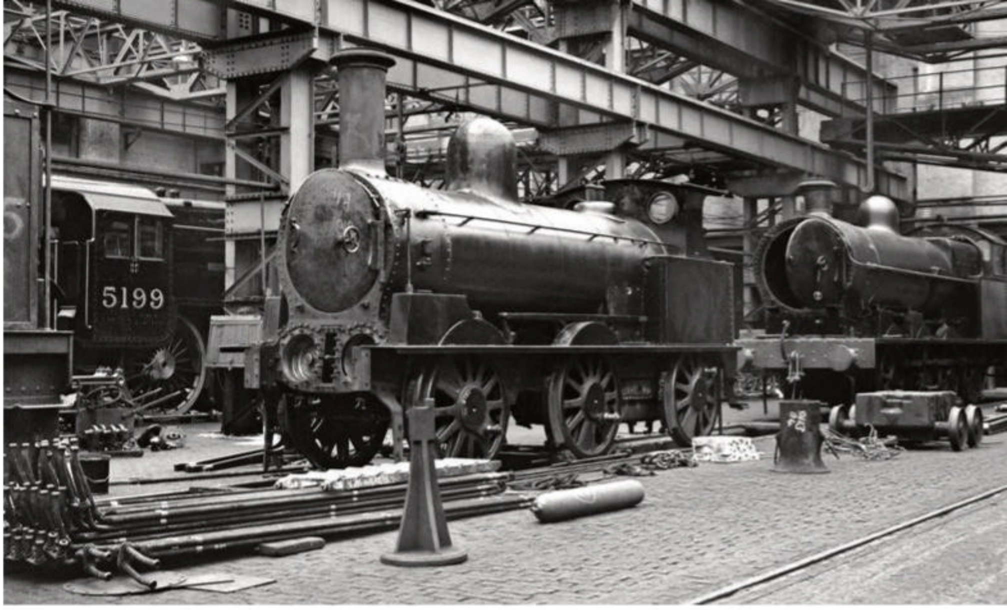
Returning the progression along the belt, with countless shops all playing a role within strict time slots. 'The boiler would be coming in then, so all that was done, the saddle and everything was re-bolted, that was put down, they were re-bolted in. The boilerwork was starting the re-assembly, and then the cab, and then the final thing, the engine would come out backwards – always come out backwards for some reason or another, and they'd finish it off, the last jobs, so you've got three or four jobs involved.'

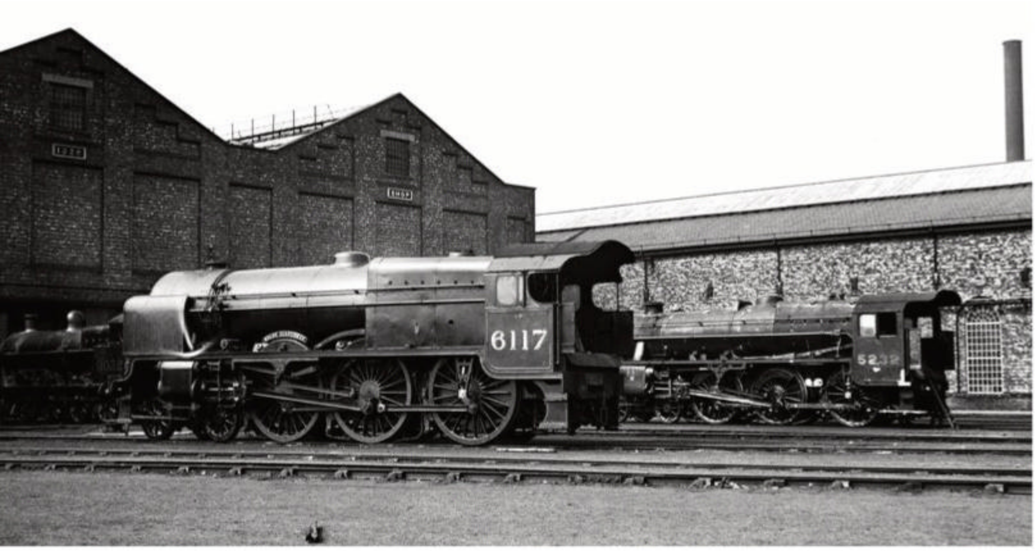
'After pressure testing the pipe I would, after I'd fit it and got it tacked, try the box then, the gland, just to make sure that it goes round the pipe, ready for the cylinder. It doesn't matter if the holes are out because they would be re-drilled and welded anyway, so as long as that box fitted round in the two halves that was my part finished. And that was it with the steam pipes – it wasn't a job that many coppersmiths went on; it depended on your welding mostly. I used to enjoy doing the steam pipes, it was an important job, but there was always a note kept – who did it and that, you know – I had to write the number down and the foreman also had a book, who did what on that particular pipe, you know.'

'I've been in the smokebox on a job and I'd not noticed that they were ready for lifting and I've been in the air, and gone, which isn't allowed. So everything is moved by crane. During the last part, I had to do the steam pipes, and also the blower – I've set many a blower. We used to make the blower in the copper shop and it's silly really, you make it to a template but when you take it, it fits nothing like the loco, so we used to set it with the fitter, fasten that up to the blastpipe.'

'This is where I had a big advantage, I could work in those shops, I could be there without any question, but a machinist is stuck to his machine shop. The fitters more often than not are stuck to the erecting shop but occasionally would come to the copper shop for parts or to have things altered' – it happened quite a lot in later times. 'They'd bring it to you, to the bench, and we'd alter it on the bench, weld a piece on, cut some out, reshape something, and do that. So, they are more or less restricted where they work, I mean, men in the smithy and in the spring

Nearing the end of its overhaul is ex-L&NWR Webb 0-6-0 'Coal Engine' No 8101. Completed at Crewe in March 1874 (Crewe No 1783) as L&NWR No 1021, it was added to the duplicate list in September 1912 and became No 3317. Receiving its LMS identity in September 1927, this October 1935 overhaul was very likely its last as it would be withdrawn in December 1937. The smokebox door is open, so perhaps a coppersmith will soon be working on the steam pipes, and an oxy-acetylene tank is also on hand, as well as countless tubes. The coupling rods are yet to be re-fitted, and the stripped down front end allows a glimpse of the two 17in x 24in inside cylinders. Beyond, Whale 'G1' class 0-8-0 No 9113 is looking more complete, so its next move will not be with an overhead crane but instead by capstan into the great outdoors, where a few more jobs will be completed. To the left is brand new Stanier 'Black Five' class 4-6-0 No 5199, which will be new to Crewe shed on 26 October 1935. Les Hanson/David Hanson Archive



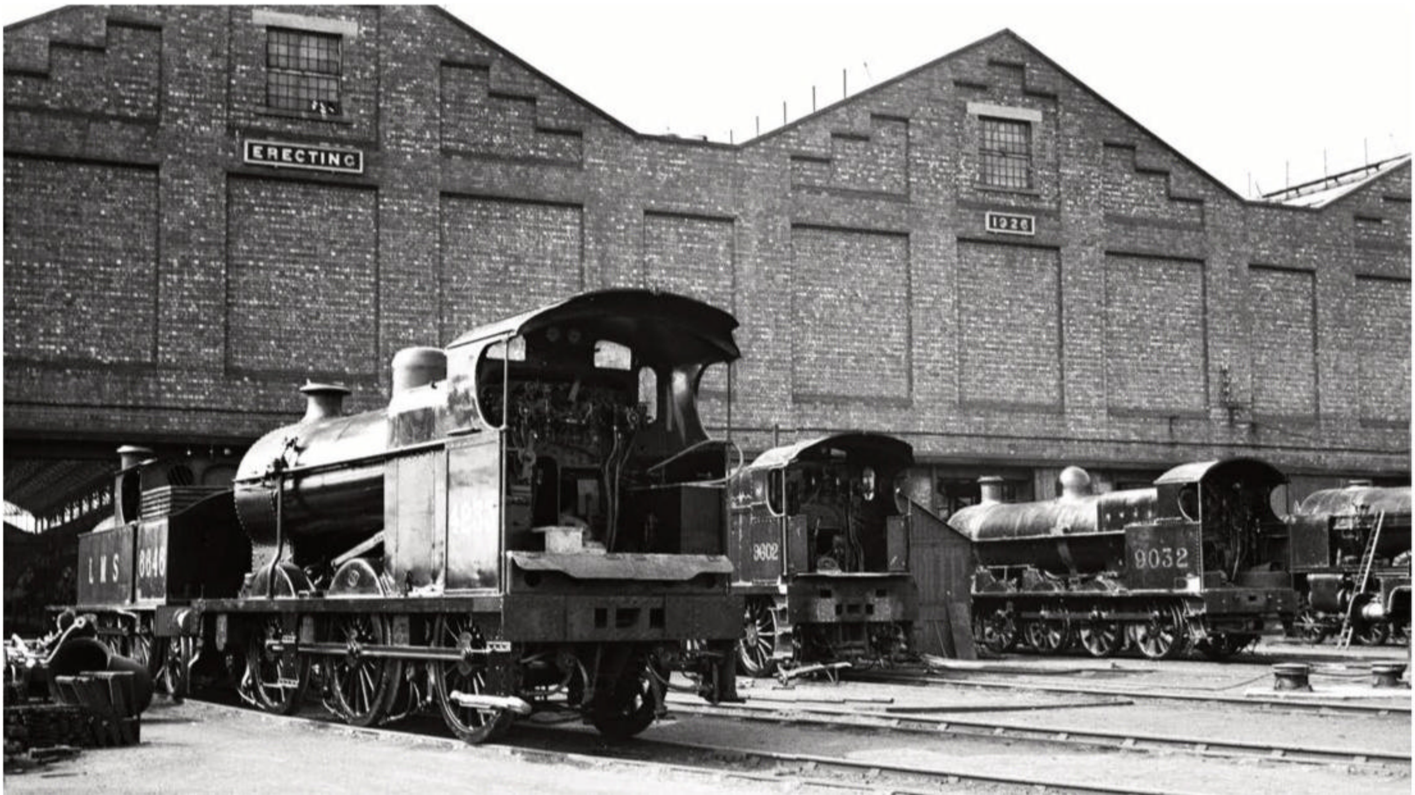


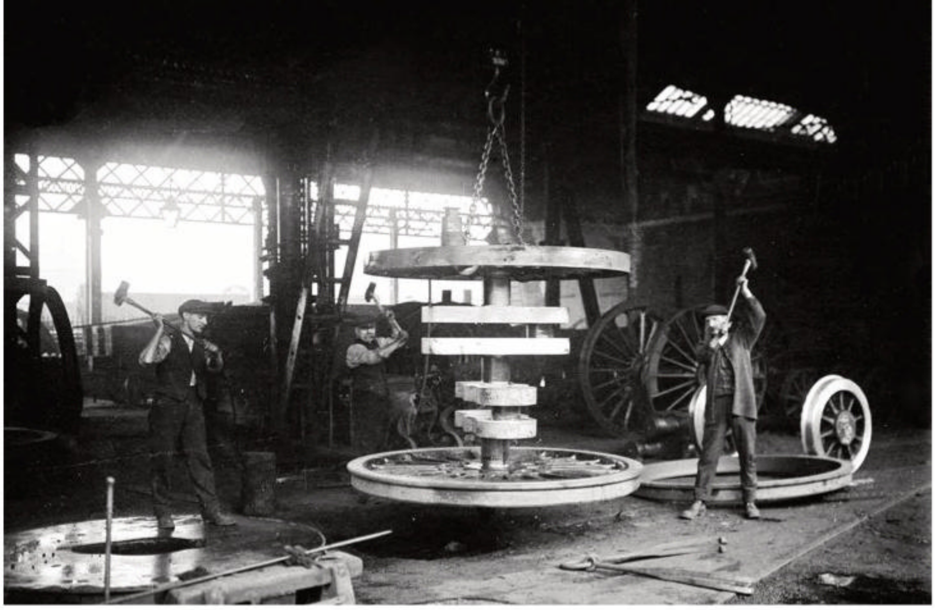
Recorded outside Crewe Works erecting shop in either August 1938 or May 1939 is Fowler 'Royal Scot' class 4-6-0 No 6117 *Welsh Guardsman*, with Stanier 'Black Five' 4-6-0 No 5232 to its right, both as yet without tenders but noted with speedometer drives. In addition, an ex-L&NWR 0-8-0 is seen in its latest guise as LMS 'G1' class '7F' 0-8-0 No 9032 – it was originally Webb 'A' class three-cylinder Compound No 1838 of August 1898 and transitioned as a 'D' class between October 1907 and September 1928. The trio is outside the 1926-built erecting shop, something proclaimed on the gable ends, and the building to the right is No 9 Erecting Shop, which it usurped. W Potter/Kidderminster Railway Museum

shop, they never moved out of the shop, they didn't have to – work came to them and work went back – whereas I went to the jobs.'

'The first experience of me going in the tube shop, I would probably be about 15. What I did, there was only one lad at a time, I went in there as the 'Clay lad'. At that time with it going on full swing, the steam, building and repairing, there was two coppersmiths on the fires that were sunk into the ground a bit. There were two fires, gas and compressed air, for brazing the tubes. Well, to braze those tubes

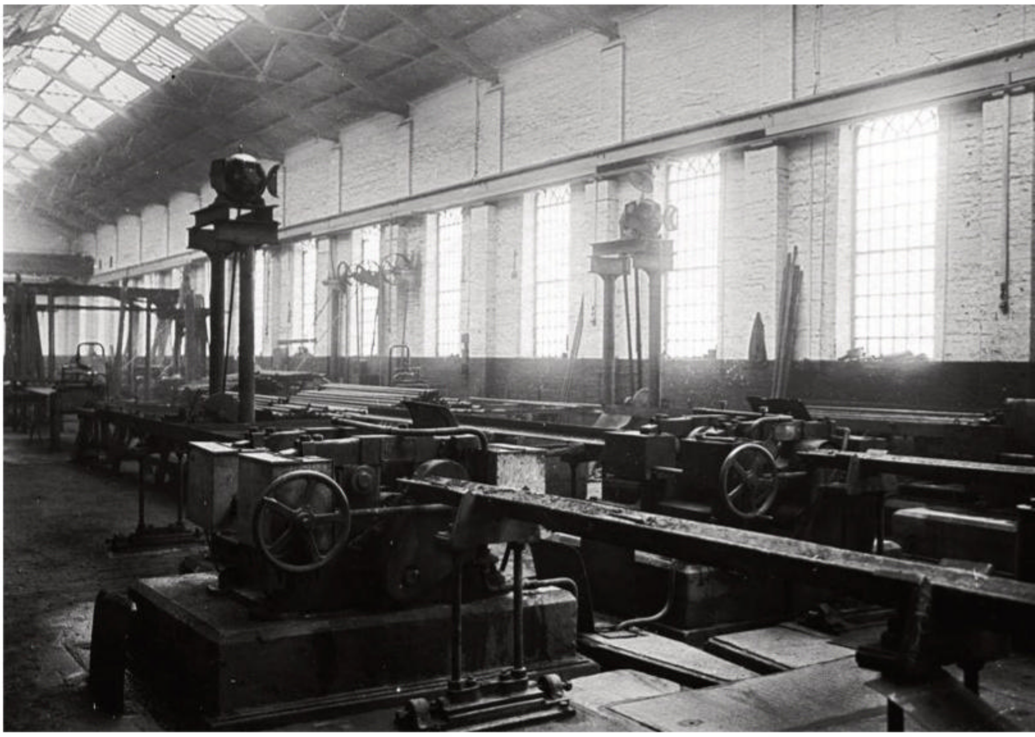
Another view from the same day records four locomotives outside the erecting shop, with the main part of their overhauls complete. Vacuum tests would follow and, depending on the level of overhaul, perhaps a trip to the paint shop. From left to right the locomotives are ex-L&NWR class '1P' Webb '5ft 6in' 2-4-2T No 6646 of December 1892, Derby-built Fowler '4F' 0-6-0 No 4233 of March 1926, Crewe-built Fowler '7F' 0-8-0 No 9602 of December 1930, and the much rebuilt 0-8-0 No 9032 that would ultimately achieve the best part of 52 years of service. For the record, the Chester line goes unseen to the left, as does the entry road to Erecting Shop South. The belt system was such that the average number of weekdays in the shop for a locomotive needing a heavy repair was 19.8 in 1938. W Potter/Kidderminster Railway Museum





Key to the success of the belt system was the ability of all the necessary shops to be ready with any required components, be they repairs to turn-around as locomotives progressed east through the erecting shop or simply pre-prepared exchanges that needed to be fitted. This view pre-dates the belt system, being recorded on 8 December 1921 in the wheel shop, neighbour to the copper shop and in fact its rails passed through that shop as goods were inward or outward. Staff in here did not get out and about but rather their work came to them, was completed and then passed through the copper shop *en route* to daylight. An official view, and looking a little posed, workmen appear to be knocking tyres off a wheel, despite the tread looking to be of a healthy depth. Clearly a crank axle of a passenger engine, official photographs are a blessing as such things were always controlled, and in LMS days any member of staff taking photographs could be sacked on the spot. LNWRS Collection

One of Les Jenks' postings was as a coppersmith to the tube shop, with this photograph recorded during his time as an apprentice, on 13 March 1927. The machine is for cutting tubes, the long trough in foreground being for holding a tube in position. LNWRS Collection



a copper sleeve was pushed onto the steel tube and then I would mix some clay up on a little stool and water, mix some clay up, and spread it round the top to make a little shelf for the brass to run round and enter the cone. Now on the fires we used borax as a flux, white borax, we'd throw it onto the fire and these fires were quite strong and they were very compact and there was quite a fierce flame going all the way round and it'd just blow in the air this, so what we did, we had a tray, filled it full of borax, took it into the smithy and put it into the furnace and it came out like treacle. We drew it out the tray and then emptied it onto a steel block, a steel bench. That was broken up and put into a bucket – go back to the tube shop and then we had a metal bowl with a punch and I'd sit there punching this borax into a powder, and that's what we used then for throwing on the fire. So that was my first experience in there.'

'Shortly after that, I remember going on pit welding, on the small tubes when they've been through the reeler – a big machine with rollers on it, and sprayed with water. The tube is fed through and bounced through (circular motion in near upright position) and then comes out the other end to take all the lime and scale off it. Well it also showed the complete tube with parts that are eroded away through acid and all that, so we used to weld those holes up. They weren't through, they were just thinner. Weld them up and send them out to the other end. I remember being on that, and I remember girls being on it later on [in wartime]. On the big tubes I've also done the same job with them, now that's when I'm about 17. I remember being there as a coppersmith.' Les found himself in this role after a promotion upset the apple cart between the two coppersmiths that had long since been in the tube shop.

'What happened, the two coppersmiths that were there, big pals, very big friends, and one of them was going to be made a leading hand so as he'd be in charge of the big side of the tube shop, and the other one thought he should have got the job and they fell out over it. They fell out so much that the foreman decided to split them, took one out and put him in the copper shop, that left just the other one as the leading hand, so they wanted a coppersmith then to do the brazing, and that was me.'

The foregoing covers a little less than three years of service, albeit enriching with the added knowledge that grew with long term service, and it was clear that being versatile was very much the name of the game as a Crewe Works coppersmith. Such a quality was to be a great boon in the changing times now at hand – Britain declared war on Germany on 3 September 1939, with Les just 11 days away from his 17th birthday.

With thanks

This interview was only possible thanks to the kindness of Les, his wife Winnie, son Alan and keenness of all the family for brother, husband, father and grandfather Les to record his memories, both as a lasting memory for the family and to give an insight into now long-lost practices within Crewe Works, in times before modernisation.

Sitting comfortably and thinking of times long gone, Les Jenks was a career railwayman of 51 years who remembered his time at Crewe Works with pride. He lived to be 96 years old. Les Jenks: 14 September 1922 to 18 January 2019. Oakwood Visuals

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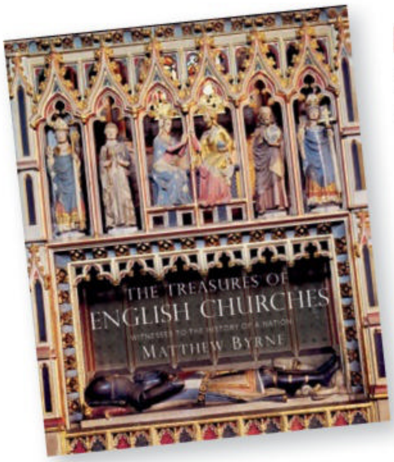

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WM-23

SCAN ME

Frodingham workings and shed observations

Opened in 1932 to replace inadequate facilities at Keadby, **Roger Griffiths** *and* **John Hooper** *offer the bigger picture in terms of the activities of Frodingham engine shed and particularly its role in servicing the incoming and outgoing traffic needs of the local steel industry, which led to countless visiting locomotives.*

Regular *Steam Days* readers will know that engine sheds are generally at the heart of our research, but while the infrastructure of these locations, and indeed their changing allocation, are centre stage, we like to make sure that there is more. That 'more' is really an understanding of why the engine shed in question was needed in the first place, so, for example, what were its key operations? Sometimes this can be offered as sample passenger timetables, but for sheds such as Frodingham there was very little in terms of passenger work, and indeed, that will be covered more fully when in due course we consider the shed's limited 4-4-0 allocation as part of a class-by-class follow up, so here we concentrate on a deep dive into the goods/heavy freight needs of the Frodingham and Scunthorpe in the steam era, in effect we present, from beside the line as it were, a glimpse of what was – and today, still is – a major industrial centre.

As we will see, although complementing our 'Keadby and Frodingham engine sheds and outstations' article, published in the June 2023 issue of *Steam Days*, the 'workings' theme expands beyond just the Frodingham story, with the arriving and departing traffic so often delivered to the LNER/BR main line network by an industrial locomotive, or indeed drawn away by one. What is more, by including the 'seen on shed' observations within these pages it gives a great opportunity to link the various freight flows with the visiting locomotives receiving servicing at Frodingham before returning home, and appreciate the wide number of engine sheds that collectively covered the Frodingham/Scunthorpe traffic.

Train workings:

Passenger

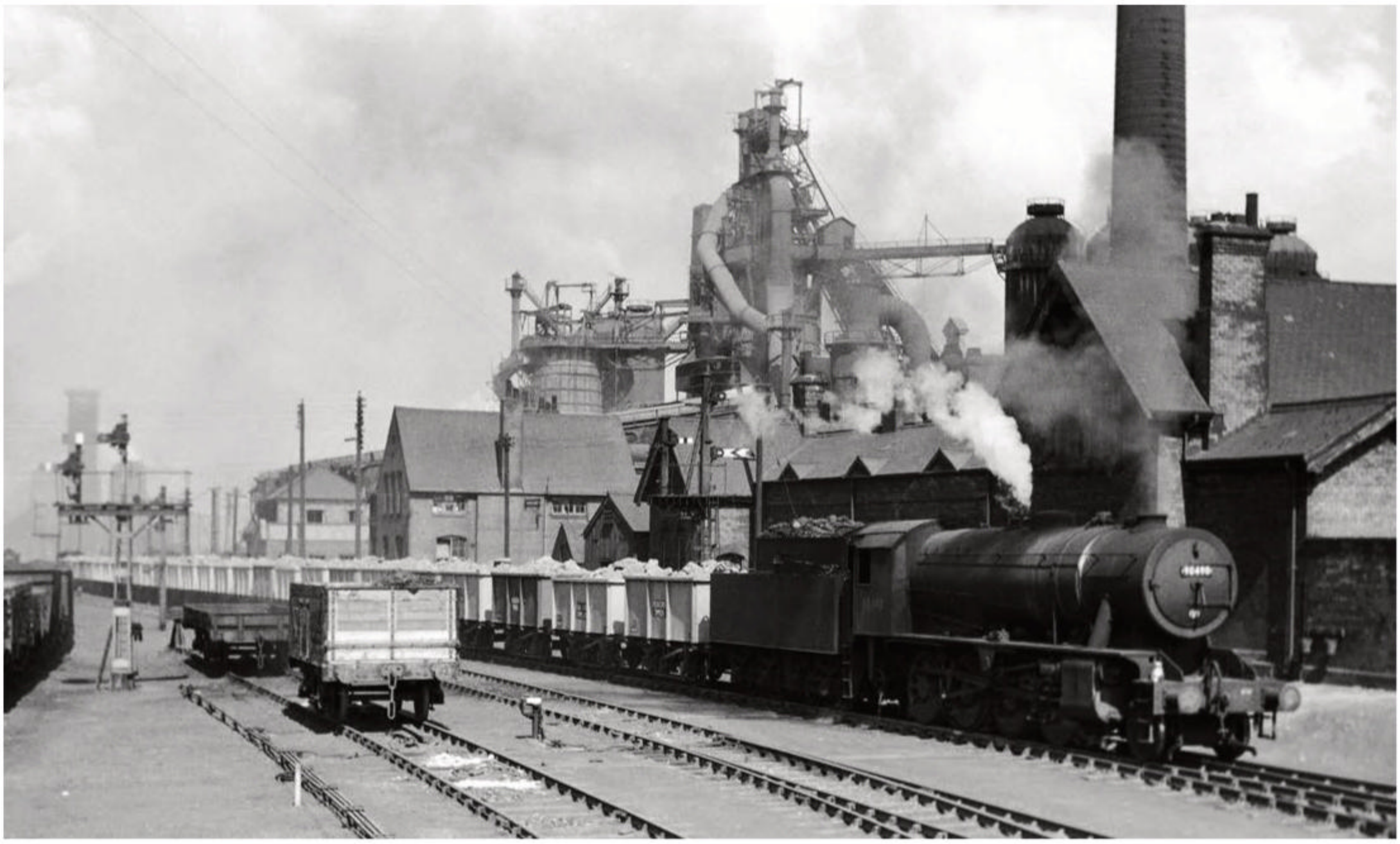
Between July 1935 and July 1947 a handful of 4-4-0s were based at 'FRO' for local workings. The first was a Parker 'D7', No 5704, and another soon followed, but after 22 April 1937 the need appears to have been covered by just one locomotive at a time. An Ivatt 'D3' was used between May 1937 and November 1938, and then two different Ivatt 'D2s' took over, with a wartime break between their allocations.

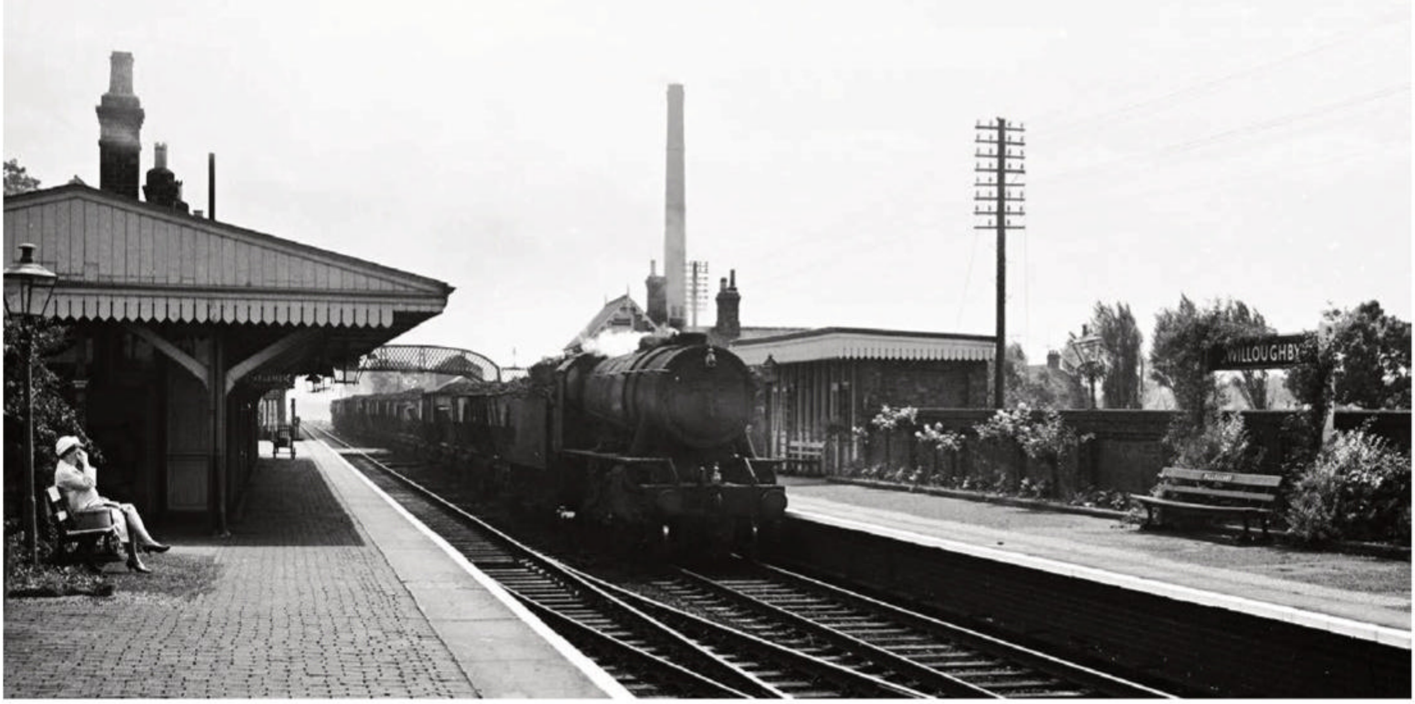
Their duties may be described as remarkably circumscribed taking them only as far east as Barnetby and as far west as Thorne. In fact the 4-4-0s worked a triangular local passenger diagram from Scunthorpe to Barnetby with the morning Doncaster Mail, and then took a stopping train from Barnetby to Thorne, returning from there with a workmen's train to Scunthorpe. In the evening this diagram was repeated.

Freight

As already remarked, freight traffic was all about raw materials into Scunthorpe, and finished products out. Over the decades the statistics became ever more mind-blowing, so

Viewed from Brigg Road overbridge, Scunthorpe, WD 2-8-0 No 90490 of Frodingham shed is facing west on loaded iron ore tipplers on 21 May 1953. Dominating the scene is the works of the Frodingham Iron & Steel Co Ltd, established in 1864, while the Appleby Ironworks to the south of here dates from 1876. By the date of this view these were known as the North and South works but were collectively the Appleby-Frodingham Works of the Appleby-Frodingham Steel Co, itself part of United Steel Companies Ltd. Post-1934, massive investment south of here had resulted in the closure of the North Works *circa* 1950. Around the time of this photograph there were five main line connections to the Appleby-Frodingham site, with all used for incoming traffic from BR, both loaded and empty trains, and collection from three of them, with entrances 'A' and 'C' in this vicinity. Also of note is the former station building of 'Scunthorpe & Frodingham' which was in fact a replacement for the first station to the east side of a level crossing and was west of the same road. The first station served from 1 October 1866 until replaced in October 1886. The level crossing itself was swept away by LNER developments that saw Brigg Road overbridge replace it and the second station replaced by a third, which is some way behind the photographer and opened in March 1928. Roy Edgar Vincent/Transport Treasury





A train of ironstone makes its way towards Scunthorpe, but this time in hopper wagons. With safety valves nicely feathering, 'Austerity' 2-8-0 No 90602 (Vulcan Foundry No 4974 of December 1943 as WD No 77458) brings its train of High Dyke iron ore through Willoughby station, *en route* to Grimsby, Barnetby and Scunthorpe. A smartly attired, be-hatted lady shields her eyes – from the sun, or the smoke. Based initially at March depot, No 90602 went via Doncaster to the Frodingham allocation, where it arrived in November 1960, to serve until withdrawal on 10 January 1965 and scrapping at Drapers of Hull. The date is Wednesday, 28 June 1961 and while Willoughby station looks well-cared for and saw at least a passenger or two, it, and the entire East Lincolnshire Railway, would close on 5 October 1970. Courtesy Book Law Publications

we have chosen to show just snapshots from the 1950s and 1960s of the trainloads and destinations worked to/from by Frodingham locomotives and crews.

Inwards traffic
Holton-le-Moor: iron ore
High Dyke: iron ore

Such was the volume from the open-cast mining site at High Dyke that the locomotive duties had their own link at 36C, but even then the work had to be shared with Grantham depot, which usually deployed class 'O2' 2-8-0s for haulage. In the *Working Timetable* for 1952, iron ore from High Dyke travelled via Barkston Junction, through Waddington to Lincoln, Pyewipe Junction where the train reversed. It then was routed via Market Rasen to Wrawby Junction, Barnetby for a second reversal and on to Frodingham. A few years later it was rerouted via Newark and over the former Midland Railway to Lincoln St Marks, and then straight to Market Rasen and Wrawby Junction etc, thereby eliminating one reversal. Later again, and eliminating any reversal, the High Dyke trains went via Barkston, Boston and Willoughby on the coast line to Grimsby, and then sharp left through to Barnetby and straight into Scunthorpe. Closure of the coast route, post-steam era and thus outside the scope of this article, caused the High Dyke trains to yet again be redirected. High Dyke itself ceased production of iron ore in 1973.

Orgreave: coke
Smithywood Coking plants: coke
Clay Cross: coke
Wath Main NCB: coke
Dinnington, Sheffield: coke

Coke trains from the Sheffield area mainly came through Retford and Gainsborough to Barnetby for reversal, with pilots releasing the train engine and working the coke to Scunthorpe.

Firbeck Colliery: coal
Hatfield Colliery: coal
Yorkshire Main: coal
Maltby: coal.

Limestone products as detailed in the *LNER Southern Area traffic returns* for 1938; quantities in imperial tons.

Limestone in bulk, undressed, for blast furnaces, iron and steel works, metal foundries:

Barnetby	36,813
Elsham	46,033
Shireoaks	6,038
Warmsworth Lime Siding	18,410
Total:	*107,294*

Lime in bulk, for iron-making:

Elsham	1,759
Shireoaks	29,635
Warmsworth Lime Siding	34,478
Total:	*65,872*

Limestone and chalk, in bulk, undressed:

Barnetby	6,438
Waltham-on-the-Wold	27,977
Warmsworth Lime Siding	5,541
Total:	*39,976*
Grand total:	*213,142*

Outwards and Inwards
Immingham: steel products out and foreign iron ore inwards.
Mexborough: steel products out and return with coal or coke.

Outwards
Annesley yard: steel products
Wath yard: steel products for Mottram Yard
Sheffield: steel products
Doncaster: steel products
Whitemoor: steel products. On this turn Frodingham crews worked to Lincoln.
Woodford: steel products*
New England: steel products*
Wolverhampton: steel products*

* Worked by Frodingham crews to Lincoln, where they brought back 'empties'. The Wolverhampton work was usually a WD turn which the Frodingham crews changed at Sheffield or Mexborough.

Open-hearth steel by-products exported – *LNER Southern Area 1938 traffic returns:*

Manure: slag containing a high proportion of phosphorus, which was of great utility to farmers. It was supplied in bag form, transported by rail.

Normanby Park	75,449
Scunthorpe/Frodingham	122,706
Total:	*203,155*

Slag: cinders and ashes, undressed, for road-making and road repairing.

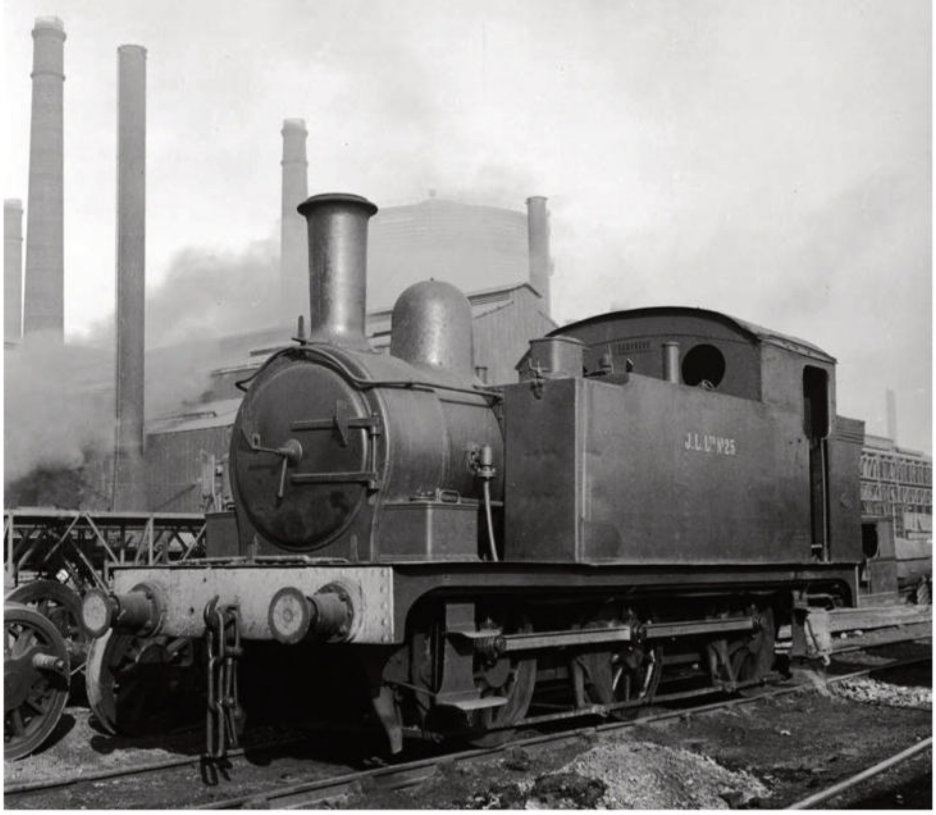
Normanby Park	5,385
Scunthorpe/Frodingham	260,903
Total:	*266,288*

Tar and Pitch: by-product of coke-making. Used as feed-stock for coal and chemical concerns, such as Staveley Works; exported in tank wagons.

Normanby Park*	12,618
Scunthorpe/Frodingham	2,714
Total:	*15,332*

* Normanby Park is just north of Scunthorpe on the NLLR; the Lysaght Steelworks is adjacent.

Normanby Park Works commenced production in 1912 as part of the John Lysaght empire – the Orb Works in Newport needed semi-finished steel and local iron ore deposits made the north side of Scunthorpe ideal for the new works. This view within the works dates from 11 April 1948 and records locomotive No 25, which was new to the company in February 1948 and had already enjoyed a varied life. New from Stratford Works as Great Eastern Railway 'S56' class No 81 in August 1904, this Holden 0-6-0T became LNER 'J69' No 7081 in 1924 and lost its vacuum ejector in May 1940 ready for a role with the War Department. It worked as WD No 80, and later 70080, and was then sold to John Lysaght Ltd, eventually being scrapped in 1959. Two other 'J69s' also worked here but the fleet was primarily made up of Peckett and Hudswell, Clarke 0-4-0 and 0-6-0 tank engines, albeit with diesels introduced from 1951. Of particular note is that Frodingham shed received three 'J69s' in the February 1943 to August 1949 period, albeit only a maximum of one at a time with the exception of four months in 1945; the trio appear to have dodged being photographed, unlike this Lysaght example. L W Perkins/Kidderminster Railway Museum



British Railways (Eastern Region) 1961 returns for limestone products imported for steelworks, and slag exported:

Limestone	94,000
Dolomite	64,000
Lime	31,000
Total:	*189,000 tons*

Note: The total amount of all raw materials (iron ore, coal etc.) imported in 1961 was between 8.5 and 9 million tons!

Slag for railway track ballast	551,081 tons

Other known locomotive workings: *BR (Eastern Region) Working timetable 1952.*

Barnetby: six return trip workings a day.
Gunhouse banking turns: daily duties between Gunness (station name) and Frodingham. This was usually, but not exclusively, worked by WD 2-8-0s.

What Scunthorpe was all about

Here are some details of what Scunthorpe meant by raw materials consumed, and the iron steel and other materials produced, virtually all of it handled by the railway at that time.

Coke

Intrinsic to iron production, coke was consumed in huge quantities, with as much as possible being produced on site from coal brought in, but even that was not enough to meet demand. Examples from 1960:

Produced by Scunthorpe companies for own consumption:

	No of ovens	*Annual capacity (tons)*
Appleby-Frodingham Steel Co.	132	1,000,000
John Lysaght, Normanby Park	113	690,000
Richard Thomas & Baldwin Lt	101	550,000

Produced by Sheffield area companies, most, but not all, for Scunthorpe consumption:

United Coke, Orgreave	129	690,000
Smithywood NCB, Chapeltown	58	458,000
Wath Main NCB	30	100,000
Dinnington, Sheffield	32	208,000

Plus others.

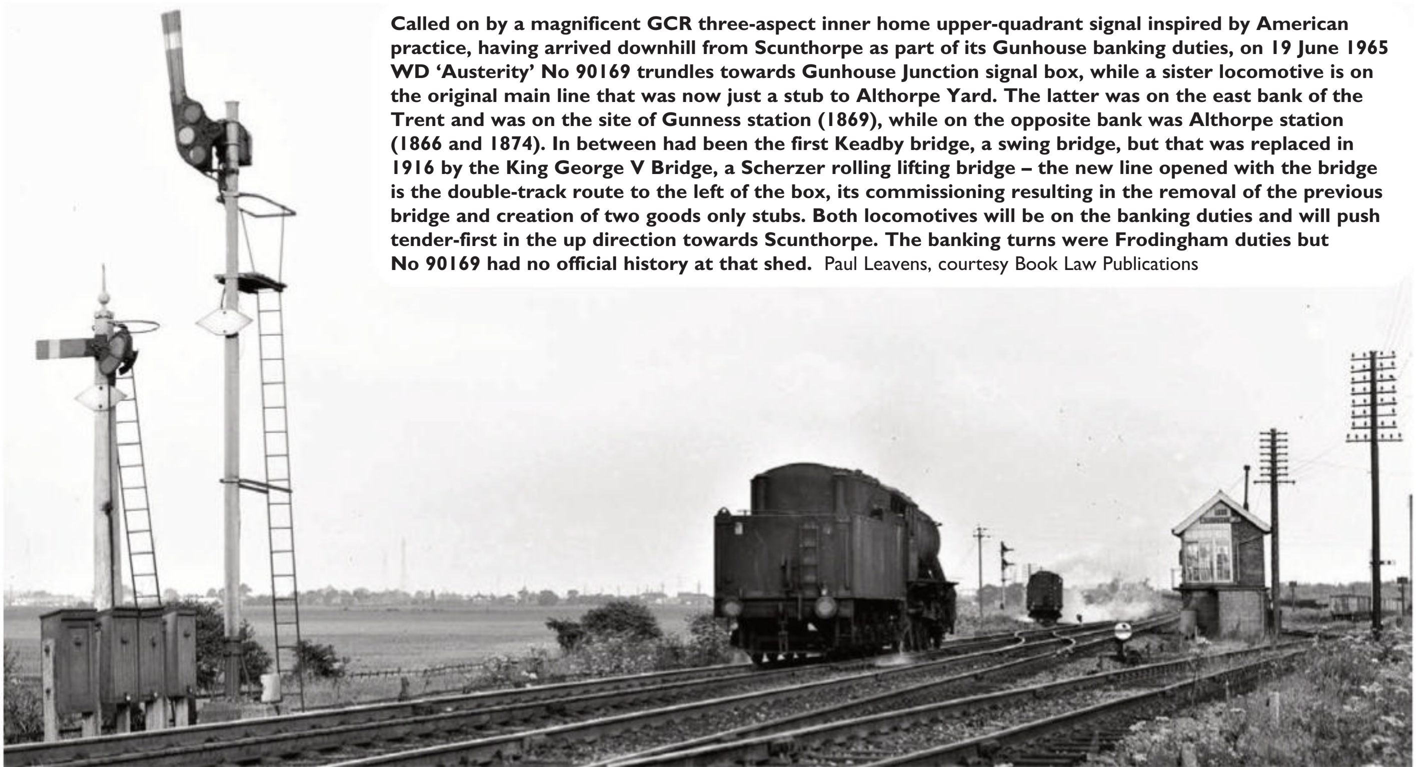
Blast furnaces by company as at 1 January 1955

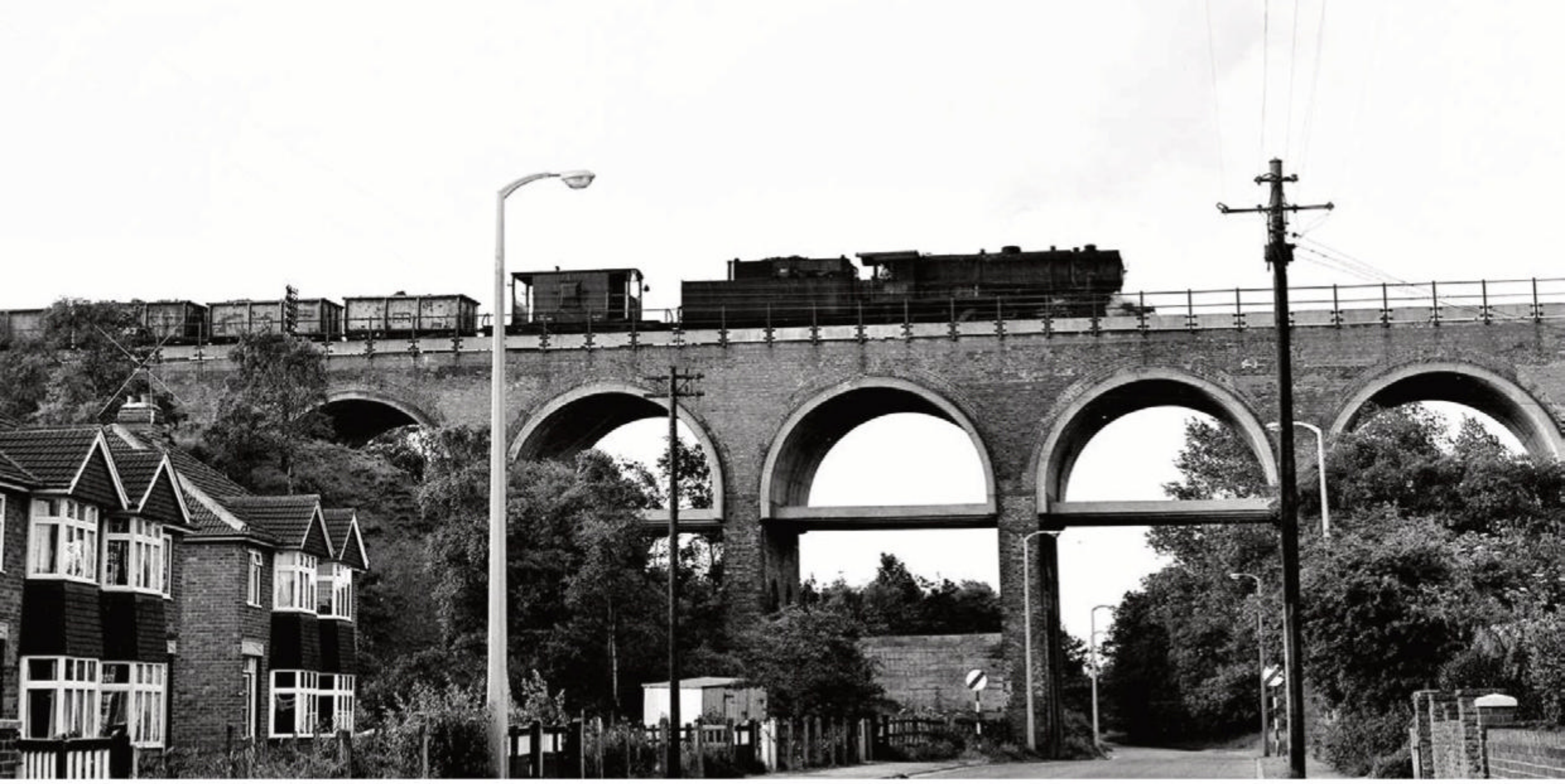
Appleby-Frodingham	6 furnaces, 4 in blast

A major feature of Appleby-Frodingham's plant were four blast furnaces known as 'The Four Queens' – *Mary* and *Bess* built 1938, and *Anne* and *Victoria* built 1954. Arranged in a row and each around 28ft in diameter, they were at the time, the largest blast furnaces operating in the UK.

John Lysaght	4 furnaces, 3 in blast
Richard Thomas & Baldwin	3 furnaces, 2 in blast

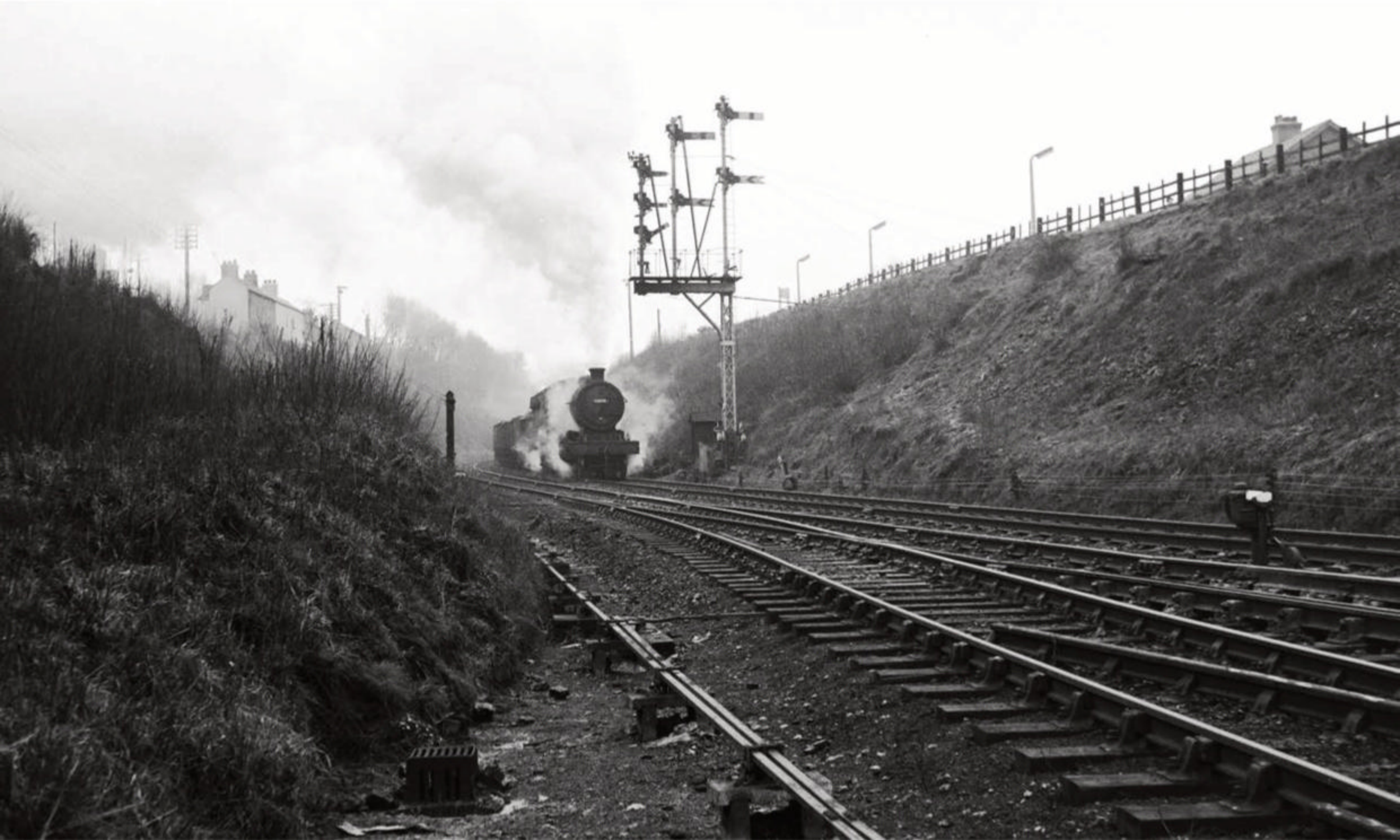
Called on by a magnificent GCR three-aspect inner home upper-quadrant signal inspired by American practice, having arrived downhill from Scunthorpe as part of its Gunhouse banking duties, on 19 June 1965 WD 'Austerity' No 90169 trundles towards Gunhouse Junction signal box, while a sister locomotive is on the original main line that was now just a stub to Althorpe Yard. The latter was on the east bank of the Trent and was on the site of Gunness station (1869), while on the opposite bank was Althorpe station (1866 and 1874). In between had been the first Keadby bridge, a swing bridge, but that was replaced in 1916 by the King George V Bridge, a Scherzer rolling lifting bridge – the new line opened with the bridge is the double-track route to the left of the box, its commissioning resulting in the removal of the previous bridge and creation of two goods only stubs. Both locomotives will be on the banking duties and will push tender-first in the up direction towards Scunthorpe. The banking turns were Frodingham duties but No 90169 had no official history at that shed. Paul Leavens, courtesy Book Law Publications

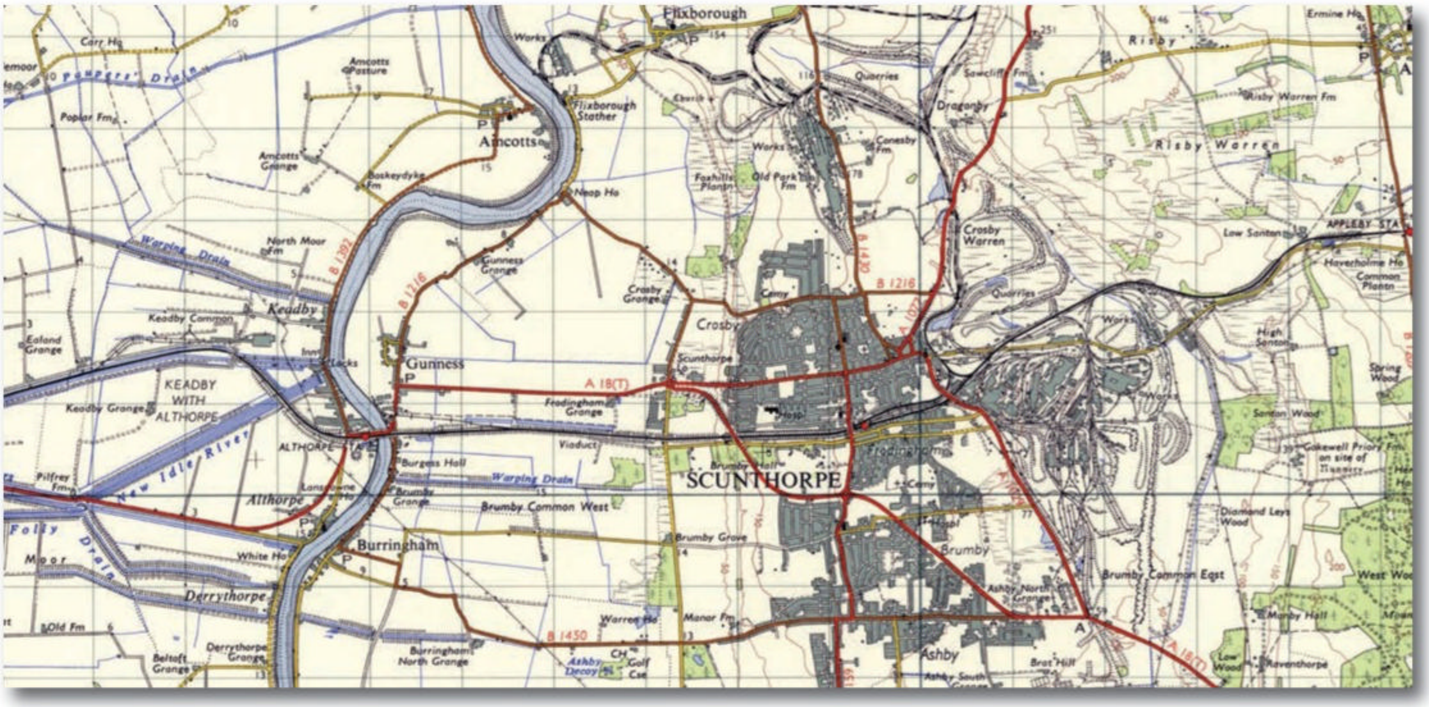




Another view from the same day records No 90169 again – it crosses Scotter Road on Gunhouse viaduct while banking a train of iron ore tipplers between Gunhouse Junction and Scunthorpe. The bank started at 1 in 100, steepened to 1 in 93 and was two miles in length, the banking turn usually being known as the Gunhouse Banker rather than the official term of Keadby No 1 Pilot. Drivers of up trains anticipating the need for assistance would request this at Crowle, with a message wired through to Gunhouse box in readiness. Some hoped to take a run at the bank, but few had that luxury. The bank boasted a massive viaduct of 30-plus arches until *circa* 1910 when repair work led to the decision to fill in most of the arches and create an embankment. For the record, the pictured 2-8-0 was completed by NBL in July 1943 as WD No 77186 and first operated from New England shed before going to Carmarthen in West Wales for four years. There was then an Eastern return to Colwick and Retford before a last shift to Doncaster on 19 June 1965, literally on the day of this picture. Obviously the WD was not in the best of condition as it would be withdrawn just two months later and consigned to Garnham, Harris & Elton, Chesterfield, for scrap. Paul Leavens, courtesy Book Law Publications

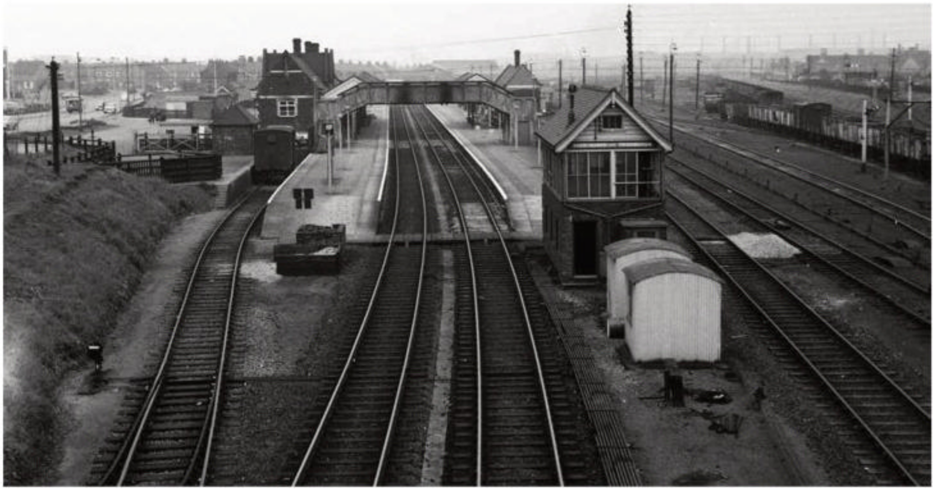
With the climbing from Gunhouse Junction all but over, on 12 March 1963 'O4/8' class 2-8-0 No 63606 of Frodingham shed nears Scunthorpe station and, more importantly, the entrance to West (or New) Yard, effectively the reception yard for the Appleby-Frodingham steel complex. The shunt signal is off to enter the yard rather than pass through the station. The Frodingham allocation was dominated by wartime inspired 2-8-0s, both the Robinson Great Central Railway '8K' class that would be adopted by the War Department for World War I, albeit the pictured engine started life as GCR No 381 in July 1913, and also the WD Riddles 'Austerities' of World War II. The train engine in this view arrived at Frodingham from Woodford on 28 April 1946 and received a '100A' boiler in early July 1955, modernising it to Part 8. It would be withdrawn on 13 June 1965 without further transfer. For the record, the banker on this train was Frodingham-allocated 'O4/1' No 63671, again pushing tender first, which was already ambling along behind the train by the time it reached the photographer. Ron Smith/Transport Treasury



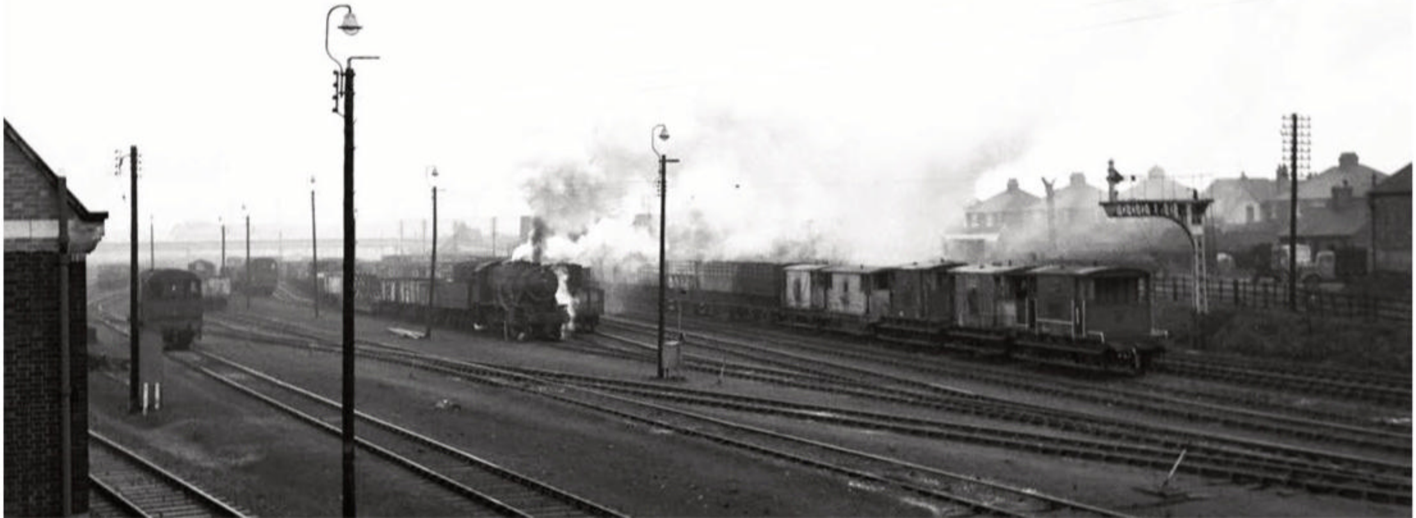


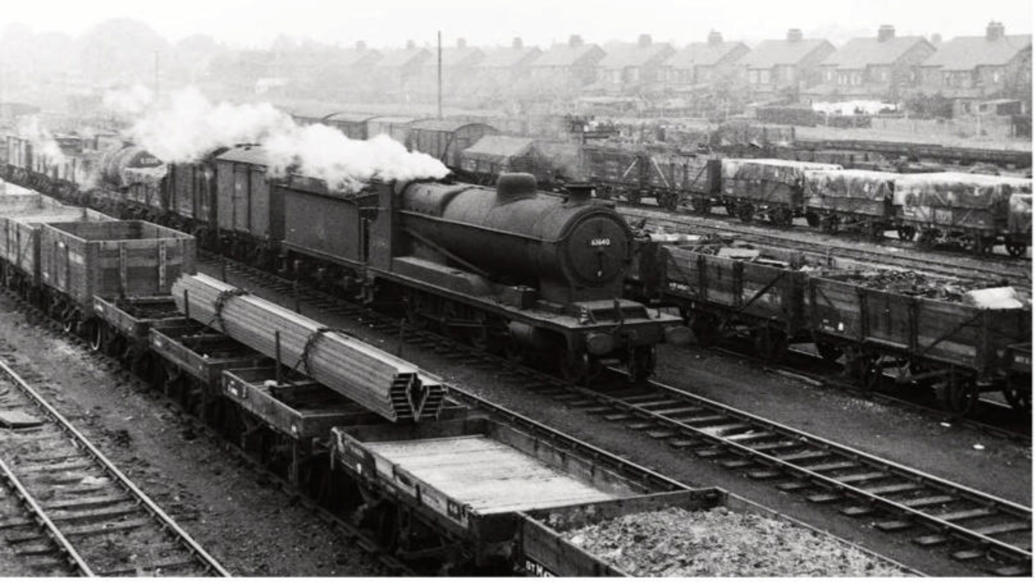
A 1 inch Ordnance Survey map from 1959 offers some perspective for the bigger picture, the core route from west to east being Doncaster-Scunthorpe-Barnetby. To the left, on the west bank of the River Trent is the Keadby terminus that boasted an engine shed from 1859, and from 1866 until June 1932 it acted as the main shed for Scunthorpe, once the route through Gunness was built. The new alignment of 1916 at Althorpe and Gunness can also be spotted. As for Scunthorpe, the Appleby-Frodingham site alone – on the west side of the vast site – had a total track length of 98¾ miles in June 1951, while Redbourn Works was to the east side. Lines to the south are to ironstone workings, while some others to the north of the main line link to the North Lindsey Light Railway, with the Normanby Park Works served from that route and alongside the B1430 main road just north of Scunthorpe. Finally, Frodingham shed was near the lower reaches of the NLLR, to the south side of the yellow-coloured west-east road, Dawes Lane, but north of the triangle of routes where the NLLR meets the main line. Crown copyright

We resume our west-to-east trip that started at Gunhouse Junction and now look east from Ashby Road overbridge – No 63606 was approaching this in the previous action shot and diverging to the right to enter West/New Yard for the distant (in this view) steelworks. The pictured station dates from 11 March 1928 when opened as part of an LNER plan to provide better facilities for the steelworks, including the creation of West/New Yard and the replacement of the passenger station seen in the opening photograph. Replacing 'Frodingham & Scunthorpe', the new station of 1928 was 'Scunthorpe & Frodingham', as seen on the box gable, which perhaps reflects the growth of the former. In time Frodingham would be part of the municipal borough status gained by Scunthorpe in 1936 and the station became simply 'Scunthorpe' from 16 November 1963. Colour-Rail.com/22519

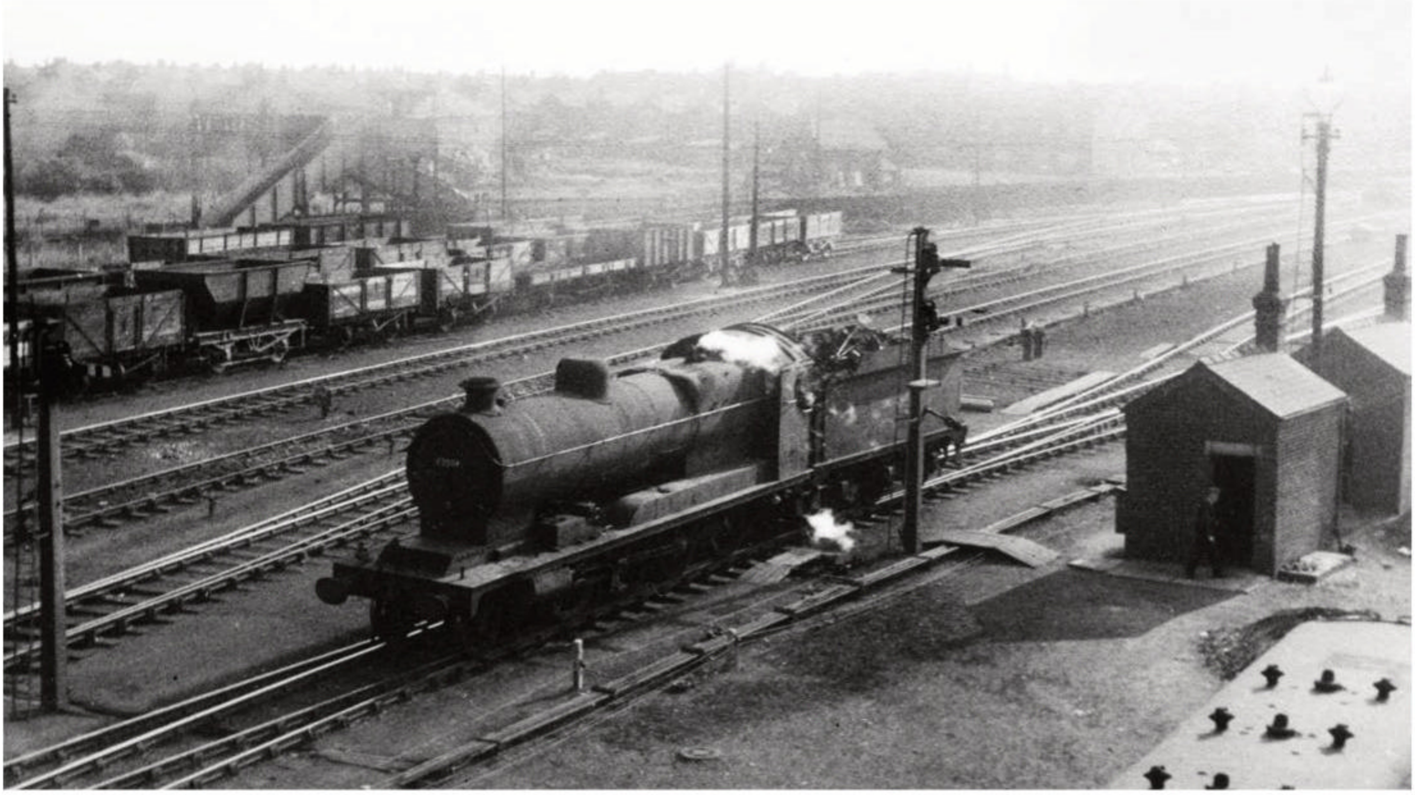


West/New Yard is seen from the rear of the Doncaster-bound platform of Scunthorpe & Frodingham station on 12 March 1963. At the heart of the scene is WD 2-8-0 No 90305 of Doncaster shed and soon it will pass the camera as it joins the main line just west of the station – the train is largely mineral empties but includes a trestle wagon too. The clutch of brake vans on the right is typical of yards where trip workings begin and end, and coke wagons are with these. To the left is a 350hp 0-6-0DE shunter on yard pilot work – the first allocation of these came to Frodingham shed brand-new on 24 November 1958 and the writing was then on the wall for the shed's tank engines. Also of note is the massive footbridge in the distance, which runs from Station Road on the north (left) side to Rowland Road on the south. The mid-1920s changes hereabouts included the deviation of the main line to a more northerly alignment, the yard encompassing the old path within the expansion. Ron Smith/Transport Treasury

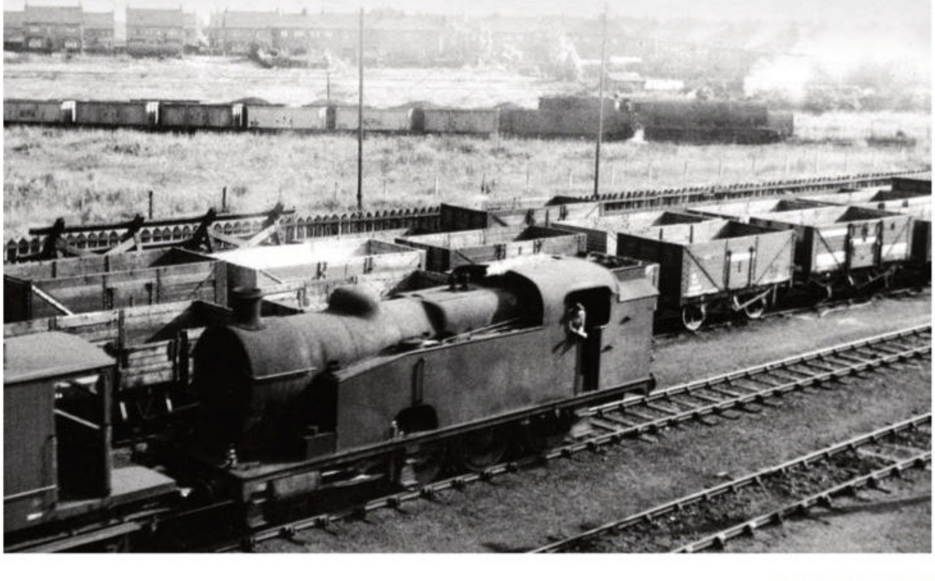




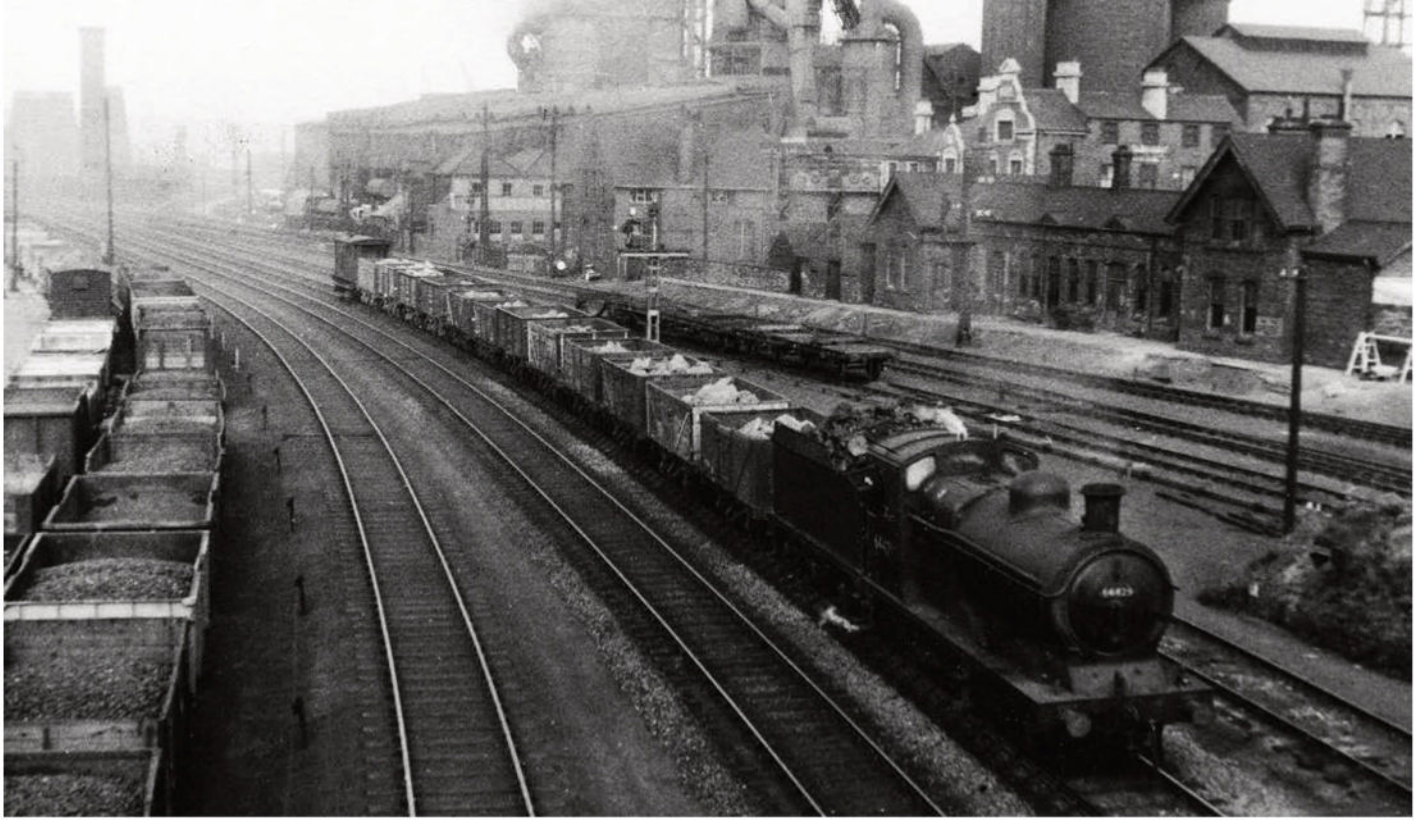
Viewed from the lengthy footbridge seen in the previous view, Robinson 'O4/1' class No 63640 of Darnall shed is in West/New Yard and is facing Frodingham and Barnetby. The drifting steam creates a little doubt but it appears that the tender has coal in it. If so, the 2-8-0 will have previously been serviced at Frodingham shed in the time window between its outward and return journeys. Trains of coke ran from the Sheffield area, and empties returned, but the rake of wagons for this duty is mixed for this journey, and very likely there will be steel products carried within the formation, similar to the girders on the four-wheel bolster wagons in the foreground. Goods traffic for Sheffield tended to run via Barnetby and reverse there to continue via Lincoln.
No 63640 is a GCR-built '8K' 2-8-0 – Gorton Works, August 1912 as GCR No 352 – and it would serve until 4 May 1959, so that helps to date the picture. Neville Stead/Transport Treasury



The east end exit to Frodingham New Yard is viewed from Brigg Road in the early 1950s, with another ex-LNER (GCR) 'O4' class 2-8-0 recorded, this time standing on a three-way point. Note the shunting signals and what appears to be a shunter's cabin, with perhaps a platelayers' hut alongside, while the regular path from paused engines to the nearby hut has wooden protection across the point rodding of Frodingham Yard No 1 box. The array of goods wagons in the background are thought to be in cripple sidings, and the footbridge beyond is where the line to Appleby-Frodingham entrance 'E' crosses Alexander Road, this route linking New Yard with the South Works. Rev J Algar/Kidderminster Railway Museum



Viewing from the same location, seemingly on the same day, another grubby locomotive evades full identification, although it is a Frodingham-based Thompson 'Q1' class. The shed had a fairly stable allocation of about six of these 0-8-0Ts *circa* 1950 for heavy shunting work. Only 13 were created, as rebuilds from Robinson 'Q4' (GCR '8A') tender engines and, while capable, from the outset in 1942, the first four were criticised for having only a 1,500 gallon water capacity, so the others had an additional 500 gallon water space underneath the bunker added, the pay off to that being that it reduced the coal capacity. In the background is a Riddles 'Austerity' 2-8-0 bringing a rake of empty iron ore tipplers off the line from Appleby-Frodingham's entrance 'E' – it will soon cross Alexander Road and enter New Yard, which could be journey's end for the time being as 2-8-0s were used as pilots over this short line.
Rev J Algar/Kidderminster Railway Museum



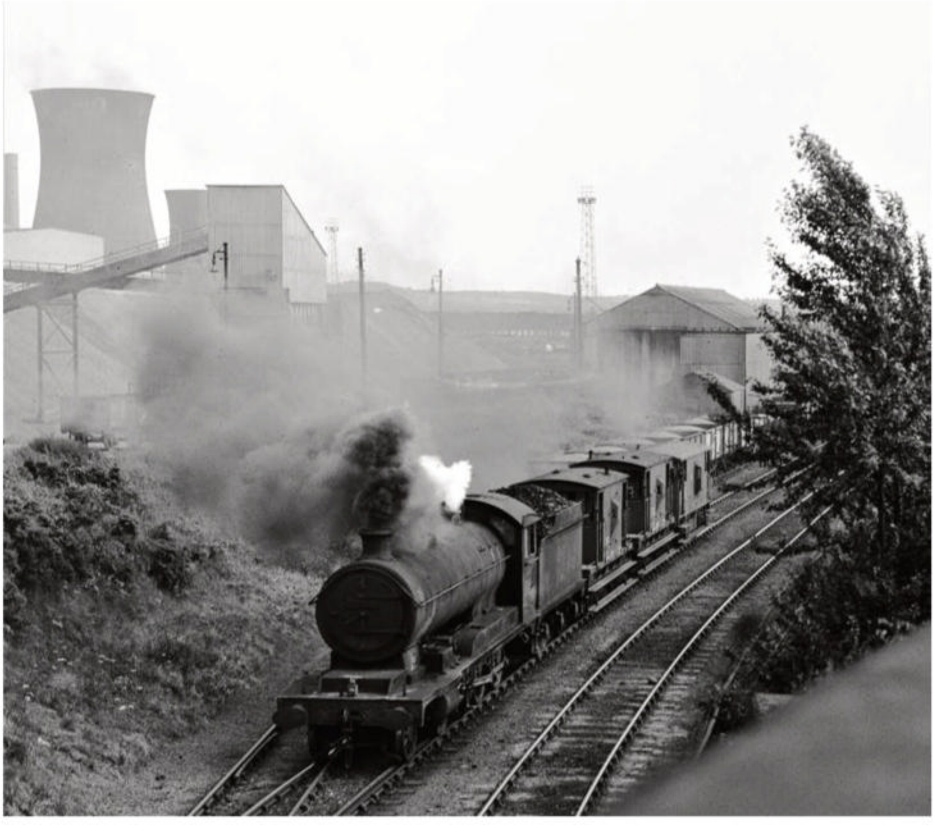
Looking east off the same bridge, Brigg Road, we find Frodingham-based Robinson 'J11' No 64429 on a down goods train, the load appearing to be ironstone in wooden-bodied wagons, so very likely it will terminate in New Yard and then a pilot engine will trip the wagons into the steelworks. *Circa* 1953, local ironstone provided three-fifths of that needed by the steelworks. As LNER No 5315, the 0-6-0 was one of five 'J11s' transferred from Keadby shed to Frodingham on 18 June 1932 in the second of two transfer moves, and it would remain on Frodingham's books until 22 December 1959, when condemned. Frodingham shed is only about a third of a mile from this location but is out of view to the left of the parked wagons in the foreground, which are in Frodingham goods yard within the main line/NLLR triangle. To the right, the down side structure of the second Frodingham station (1886) is clearly seen, its platform edging cut-back when evolved from just a two-track location, but at least surviving, and the ornate gable espied beyond is the Station Hotel of 1888, which was at the station's passenger exit. Just beyond the platform, the gap in the buildings on the right indicates the former path of Station Road level crossing, and a steelworks industrial locomotive can be just glimpsed near to the site of the first Frodingham station. The subsequent station building in view would finally be swept away to make way for Scunthorpe power signal box, which opened in 1973. Rev J Algar/Kidderminster Railway Museum

Production figures for pig iron from Scunthorpe's works, for selected years 1938-1965, in thousands of tons. For comparison, figures are also given for the whole of UK and another high produce area, South Wales:

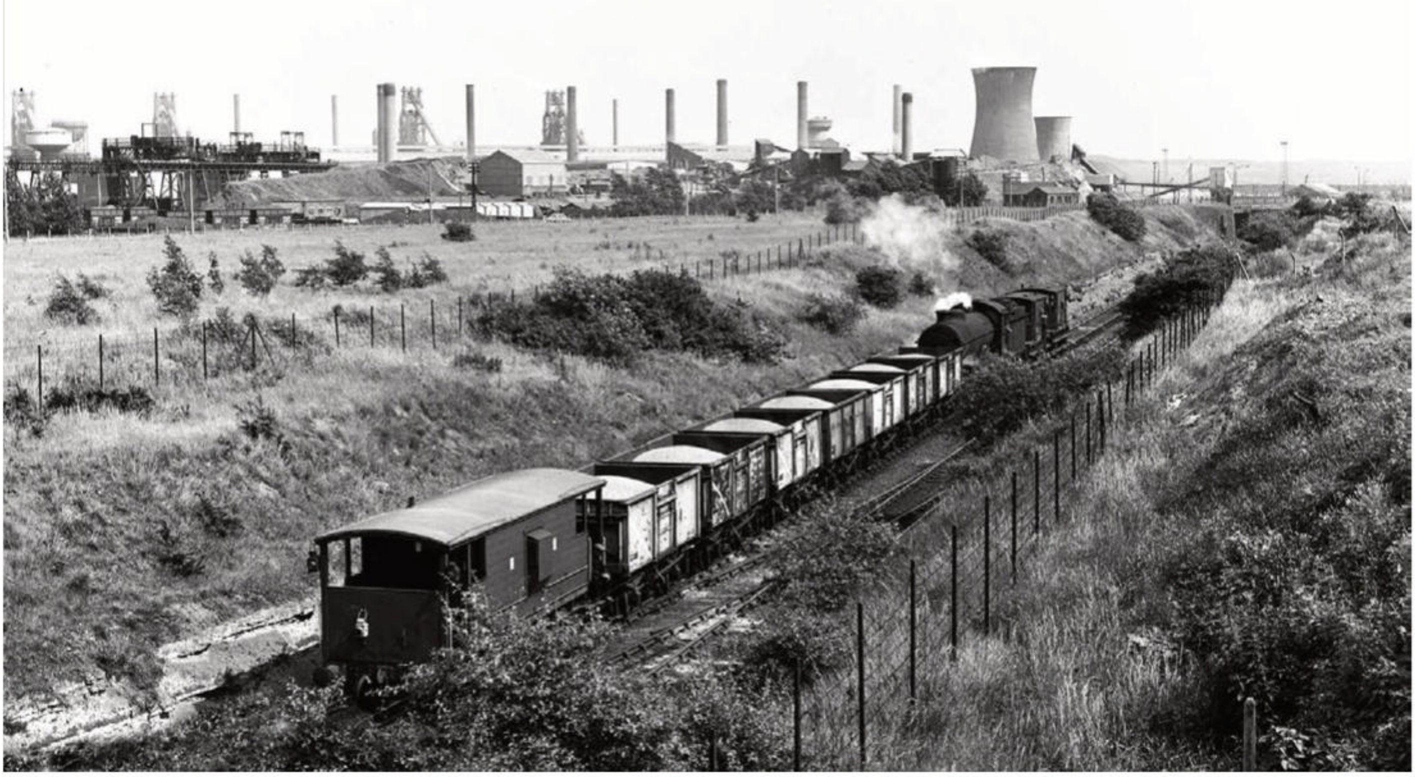
Year	*Scunthorpe*	*UK*	*South Wales*
1938	868	6,671	665
1943	1,180	7,187	804
1948	1,248	9,276	1,173
1953	1,559	11,175	1,653
1958	2,048	12,975	2,511
1962	2,303	13,692	3,428
1965	2,697	17,460	4,718

Limestone

Limestone and by-products were an essential part of the iron and steel-making processes, imported and primarily used as a flux in the various stages, and as a dust coating for the finished pig iron ingots for their transfer elsewhere. It also formed most of the considerable amount of by-products of the blast furnaces. Some figures for limestone imported and blast furnace by-products were given earlier.



Class 'O4/8' No 63628 is on duty as Frodingham Pilot No 10 on Saturday, 19 June 1965. Completed at Gorton Works in March 1919 as Ministry of Munitions No 2007, the end of hostilities meant that within three months this 2-8-0 was operating as GCR '8K' No 8, and later LNER 'O4/1'. In due course it worked in the Nottinghamshire coalfields and then the North East. It had gained an 'O2' boiler in 1932 and then, in December 1955, was converted to class 'O4/8', before arriving at Frodingham shed in December 1961. The 2-8-0 is on the link between Appleby-Frodingham 'E' entrance and New Yard and is leaving the works with three brake vans. The photographer is looking south from Brigg Road and had previously photographed the incoming working for No 63628, an arrival with a rake of empty mineral wagons, at the head of which were the two BR brake vans. Paul Leavens, courtesy Book Law Publications



Another view on the west side link to entrance 'E' of the Appleby-Frodingham works, this time recorded looking south from Cottage Beck Road, has the same class 'O4/8', No 63628, as Frodingham Pilot No 10 on 19 June 1965. It has picked up seven 16-ton mineral wagons of limestone fines, which acts as a flux in the iron-smelting process, and is moving these wagons towards the ironworks. The formation of the train has been made up of simply using the LMS pattern brake van that was furthest from the locomotive in the previous view and only using this for the rear of the return train, so the two BR brake vans that weren't uncoupled are now being propelled by the locomotive. No 63628 would be withdrawn from Frodingham engine shed less than three months later and delivered to Wards of Beighton for destruction. Paul Leavens, courtesy Book Law Publications

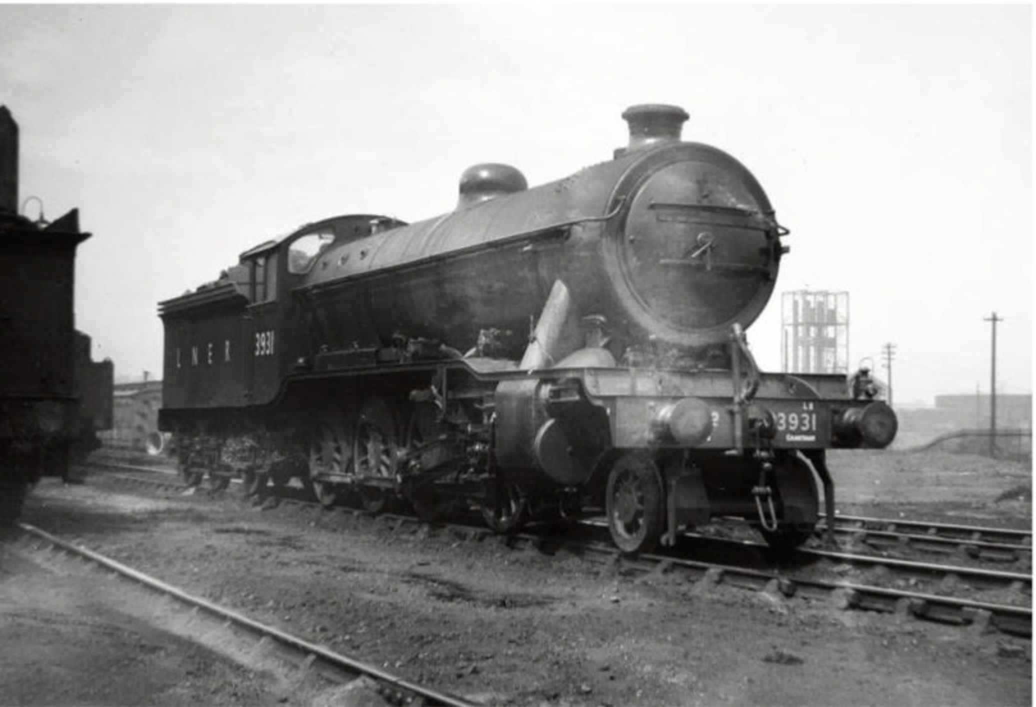
The authors are greatly indebted to Bryan Longbone, an expert historian of the railways and industries of his native North Lincolnshire. Bryan supplied us with much material for this article, especially with regard to raw materials and steel-making by-products. To close this element in Bryan's own words comes this very interesting and little-known information: 'Being on a Jurassic limestone ridge etc, the ore derived locally was self-fluxing – it already contained lime in sufficient quantities to do the job. As an aside, the Isle of Wight is said to have the best fossils etc, in the UK of this Jurassic period. Not so! Here in the abandoned mines and quarries are the best fossils, but the iron and steel companies kept it all under wraps, for safety reasons obviously.'

One wonders if the companies might also be keeping such historical treasures hidden away because if opened up to the public the inevitable influx of paleontologists etc, might interfere with, even halt, their operations?

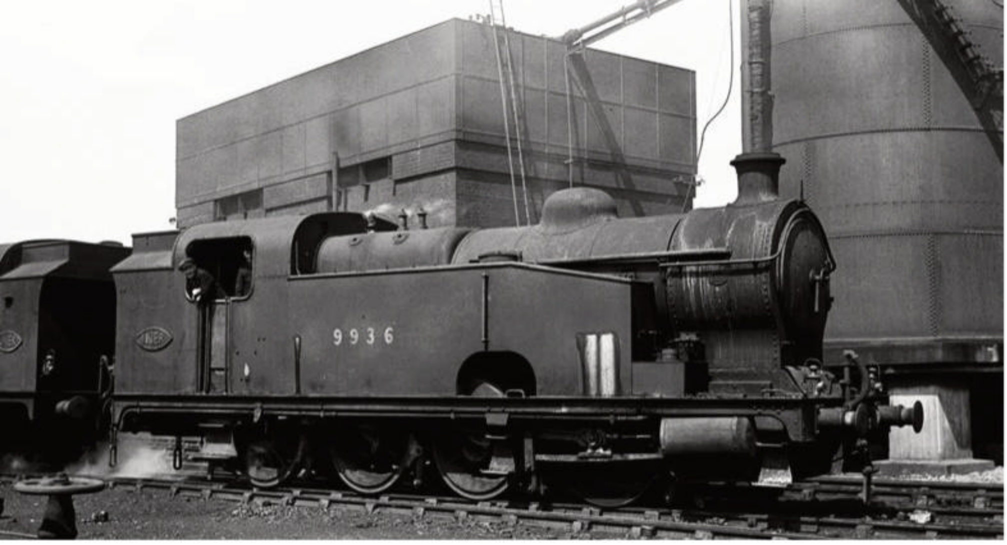
Locomotive allocations and 'seen on shed'

Receiving its first allocation on 12 June 1932 as a brand new depot to replace Keadby and its handful of outstations – excepting that at Barnetby, this section offers something of a timeline of the changing scene from opening through to the end of BR steam at Frodingham. The following is a list of allocations interspersed with shed visits, the latter included visiting locomotives and concluding with the steam sightings on Sunday, 30 January 1966, so just four weeks before final closure to steam from Monday, 26 February. Where known, all locomotives are allocated to Frodingham unless indicated otherwise. Class 'O4' data covers all Parts, while the 'L1s' listed until 1945 are the Robinson locomotives that were reclassified 'L3' to make way for the Thompson 'L1s'.

Allocation: Saturday, 31 December 1932
'J11' 0-6-0: 5216, 5250, 5307, 5315, 5973, 5988, 5995, 6012
'J50' 0-6-0T: 1058, 1063, 1068, 1079, 1082, 3225
'L1' 2-6-4T: 5273, 5369
'O4' 2-8-0: 5352, 6215, 6223, 6237, 6242, 6243, 6248, 6250, 6362, 6366, 6515, 6518, 6568, 6559, 6572
'Q4' 0-8-0: 5039, 5085, 5139, 5140, 5147, 5150, 5151, 5153, 5164, 5356, 5964, 6074
'Y3' 0-4-0T: 172
Total: 44



Frodingham shed yard on Sunday, 8 June 1947 plays host to Gresley 'O2' class 2-8-0 No 3931. Completed in May 1921 by the North British Locomotive Co Ltd as Great Northern Railway No 486, post-Grouping it became LNER No 3486 and it was then renumbered, as seen, in September 1946. Note the Grantham branding on the front buffer beam to denote its allocation, along with 'L8' above the number. Most likely it has arrived with a train of ironstone from High Dyke. On 9 February 1947, so just four months previously, Frodingham shed had gained its own fleet of 'O2s' – Nos 3934, 3937, 3939 and 3941 – and 13 members of the class would variously grace the home fleet by 12 April 1953, with the last being moved away in late August 1954, to Doncaster, which also proved to be the last home for the pictured 2-8-0, which would be withdrawn as BR No 63931 in September 1963. Note the clerestory-roofed grounded coach body behind the tender.
P Bingham/Kidderminster Railway Museum



The 'seen on shed' report for Frodingham on Sunday, 8 June 1947 records five 'Q1' 0-8-0Ts and No 9936 is photographed that day complete with a cast LNER lozenge-shaped cast plate on its coal bunker, as has its neighbour. Elsewhere was the shed's No 9932, and all of the Frodingham 'Q1s' at this time were of the heavier 'Q1/2' variety with the larger water capacity. The water tower and its associated water softening plant provide a backdrop, so this is at the east end of the shed, which goes unseen to the left. A GCR class '8A'/LNER 'Q4' 0-8-0 from November 1910 to April 1945, as GCR No 1179 and LNER No 6179, the 0-8-0T initially retained the latter number until fleet renumbering under Edward Thompson. In due course it served from Frodingham shed from September 1946 for some 13 years. W Potter/Kidderminster Railway Museum

Shed visit: Sunday, 30 August 1936
'B7' 4-6-0: 5035
'B16' 4-6-0: 1378
'J11' 0-6-0: 5205, 5216, 5307, 5315, 5973, 5988, 5995, 6002, 6012
'J39' 0-6-0: 2996
'J50' 0-6-0T: 1058, 1068, 1081, 1082
'K3' 2-6-0: 4633
'L1' 2-6-4T: 5273, 5369
'O4' 2-8-0: 5352, 5353, 6242, 6248, 6316, 6340, 6364, 6515, 6525, 6561, 6568, 6642
'Q4' 0-8-0: 5039, 5140, 5148, 5151, 5164, 5959, 5961
'Y3' 0-4-0T: 172
Total: 39

Shed visit: Sunday, 9 April 1939
'D2' 4-4-0: 4377
'J11' 0-6-0: 5216, 5305, 5315, 5973, 5995, 6002
'J17' 0-6-0: 8237
'J27' 0-6-0: 1212
'J50' 0-6-0T: 1058, 1063, 1068, 1081, 1082, 3225
'L1' 2-6-4T: 5369
'O4' 2-8-0: 5352, 5353, 5417, 6243, 6248, 6250, 6255, 6348, 6362, 6507, 6315, 6323, 6325, 6369, 6371, 6372
'Q4' 0-8-0: 5085, 5151, 5961, 6136
'Y3' 0-4-0T: 21, 172
Total: 38

Shed visit: Sunday, 8 June 1947
'D2' 4-4-0: 2178
'J6' 0-6-0: 3540 (NEW), 3551 (CLK)
'J11' 0-6-0: 4280 (RET), 4308, 4309, 4339, 4407, 4422 (RET), 4429, 4451 (RET)
'J39' 0-6-0: 4836 (ARD)
'J50' 0-6-0T: 8962, 8964, 6968, 8970, 8971, 8973
'L3' 2-6-4T: 9057, 9058
'O1' 2-8-0: 3594 (DON)
'O2' 2-8-0: 3931 (GRA), 3934, 3939, 3940
'O3' 2-8-0: 3475, 3478, 3479, 3483, 3489, 3491
'O4' 2-8-0: 3585 (MEX), 3640, 3642, 3645, 3649, 3696, 3859 (ANN), 3906 (MEX)
'Q1' 0-8-0T: 9930, 9934-37
'Q4' 0-8-0: 3231 (ARD), 3240 (GRA)
'Q6' 0-8-0: 3375 (NPT), 3394 (WHL)
'Q7' 0-8-0: 3467 (TDK)
WD 2-8-0: 3094 (MEX), 77003 (NEV), 79182 (IMM)
Total: 52

ANN Annesley; ARD Ardsley; CLK Colwick; DON Doncaster; GRA Grantham; IMM Immingham; MEX Mexborough; NEV Leeds, Neville Hill; NEW New England; NPT Newport (Yorks); RET Retford; TDK Tyne Dock; WHL West Hartlepool

Allocation: Wednesday, 31 December 1947 (last day of LNER)
'J11' 0-6-0: 4308, 4309, 4339, 4362, 4395, 4407, 4429
'J50' 0-6-0T: 8962, 8964, 8968, 8970, 8971, 8973
'L3' 2-6-4T: 9057, 9058
'O2' 2-8-0: 3922, 3934, 3937, 3939, 3941, 3944, 3963, 3964, 3975
'O3' 2-8-0: 3475-86, 3488, 3489, 3491, 3493, 3494
'O4' 2-8-0: 3584, 3595, 3602, 3606, 3626, 3640, 3642, 3645, 3649, 3655, 3669, 3690, 3696, 3726, 3744, 3778, 3788, 3793, 3802, 3818, 3824, 3920
'Q1' 0-8-0T: 9930, 9932, 9934, 9935, 9936, 9937
Total: 69

Shed visit: Sunday, 11 September 1949
'J6' 0-6-0: 64263 (DON)
'J11' 0-6-0: 64308, 64309, 64339, 64395, 64407, 64429
'J39' 0-6-0: 64987 (RET)
'J50' 0-6-0T: 8964, 8979, 68962, 68968, 68971, 68973
'K3' 2-6-0: 1856 (DON)
'L3' 2-6-4T: 9057, 9066, 69051
'O2' 2-8-0: 3922, 3935 (GRA), 3937, 63932 (GRA), 63934, 63938 (GRA), 69341, 69344
'O4' 2-8-0: 3584, 3626, 3642, 3671, 3684, 3745, 3821 (SHF), 3840 (MEX), 3850 (SHF), 63572, 63637 (RET), 63669, 63726, 63731, 63774 (RET), 63775 (RET), 63782 (RET), 63788, 63802, 63920
'Q1' 0-8-0T: 9930, 9932, 69934-37
WD 2-8-0: 77418 (MEX), 78700 (MEX), 79271 (MEX), 79276 (MEX), 90133 (CLK), 90190 (MEX), 90211 (MEX), 90251 (GRA), 90330 (MEX)
Total: 61

SHF Sheffield, Darnall

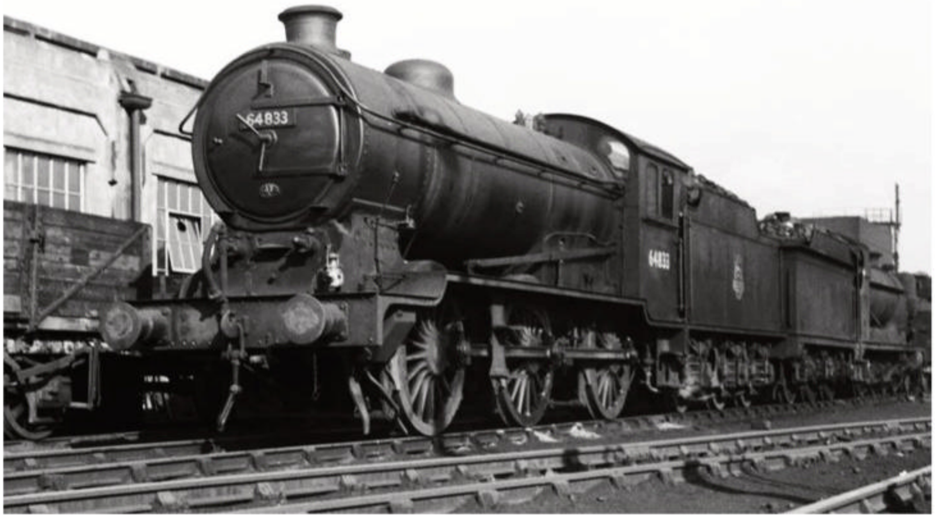
Shed visit: Sunday, 23 April 1950
'J6' 0-6-0: 64173 (37B)
'J11' 0-6-0: 64308, 64339, 64340 (36E), 64395, 64407, 64429
'J39' 0-6-0T: 64887 (37B)
'J50' 0-6-0T: 68962, 68964, 68968, 68970, 68971, 68973, 68979
'L3' 2-6-4T: 69061
'O1' 2-8-0: 63789 (39A)
'O2' 2-8-0: 3935 (35B), 63939, 63940 (35B)
'O3' 2-8-0: 63480 (40B), 63484 (36A)
'O4' 2-8-0: 3793, 3824, E3913 (36D), 63572, 63593 (36A), 63601, 63602, 63637 (36E), 63642, 63643, 63653, 63654 (36E), 63655, 63671, 63726, 63728, 63745, 63747, 63818, 63911, 63917
'Q1' 0-8-0T: 69932, 69934-37
'Q4' 0-8-0: 3123 (37A)
'S1' 0-8-4T: 9902
WD 2-8-0: 63055 (40B), 77307 (36B), 77413 (36B), 90086 (51E), 90150 (36B), 90211 (36B), 90251 (35B), 90330 (35B), 90532 (38A)
LMS '8F' 2-8-0: 48704 (15B)
Total: 60

15B Kettering; 35B Grantham, 36A Doncaster, 36B Mexborough; 36D Barnsley; 36E Retford; 37A Ardsley; 37B Leeds, Copley Hill; 38A Colwick; 39A Gorton; 40B Immingham; 51E Stockton

Allocation: Monday, 1 January 1951
'J11' 0-6-0: 64308, 64309, 64339, 64395, 64407, 64429
'J50' 0-6-0T: 69862, 69864, 69868, 69870, 69871, 69873, 69874
'O2' 2-8-0: 63922, 63934, 63937, 63939, 63944, 63963
'O4' 2-8-0: 63572, 63576, 63584, 63587, 63595, 63601, 63602, 63606, 63617, 63626, 63640, 63642, 63645, 63649, 63653, 63655, 63659, 63660, 63669, 63671, 63684, 63690, 63696, 63718, 63726, 63728, 63731, 63741, 63744, 63745, 63747, 63778, 63788, 63793, 63818, 63824, 63832, 63847, 63906, 63911, 63917, 63920
'Q1' 0-8-0T: 69930, 69932-37
Total: 67

Shed visit: Sunday, 11 March 1951
'J11' 0-6-0: 64307, 64309, 64407, 64428
'J50' 0-6-0T: E8974, 68962, 68964, 68970, 68971, 68973
'L3' 2-6-4T: 69051
'O1' 2-8-0: 63592 (38B)
'O2' 2-8-0: 63922, 63934, 63938 (35B), 63939, 63944, 63948 (35B), 63957 (36A), 63963, 63978 (36B)
'O4' 2-8-0: 63576, 63587, 63602, 63617, 63653, 63655, 63684, 63696, 63718, 63728, 63741, 63745, 63778, 63788, 63793, 63818, 63847, 63907 (36E), 63911, 63917, 63920
'Q1' 0-8-0T: 69930, 69935, 69936
'Q4' 0-8-0T: 63202, 63236 (both 37A)
WD 2-8-0: 90025 (38B), 90118 (31B), 90120 (36B)
LMS '8F' 2-8-0: 48083 (18B)
Total: 51

18B Westhouses; 31B March; 38B Annesley



A locomotive type that was never Frodingham-based was Gresley 'J39', but No 64833 of Ardsley shed (37A) is recorded alongside the south flank of Frodingham's five-road concrete shed building when all coaled up and ready to return home on Sunday, 26 September 1954. Completed at Darlington (Works No 1541) and new to traffic on 29 January 1932 as March engine No 2972, beyond its Ardsley period this 0-6-0 would see post-May 1959 use from Hull (Dairycoates) shed before ending its career at Sunderland between 13 December 1959 and withdrawal on 26 November 1962. A glance at the 'seen on shed' reports reveals that 'J39s' were fairly regular visitors to Frodingham.
M J Reade/Colour-Rail.com3370

Shed visit: Sunday, 20 September 1953
'B17' 4-6-0: 61627 *Aske Hall* (31A)
'J6' 0-6-0: 64179 (36A)
'J11' 0-6-0: 64339, 64395
'J39' 0-6-0: 64757, 64825, 64872 (all 37A)
'J50' 0-6-0T: 68960, 68962, 68964, 68980
'L3' 2-6-4T: 69060, 69064, 69065
'O2' 2-8-0: 63926 (36E), 63939, 63944, 63961, 63983-85
'O4' 2-8-0: 63576, 63607 (40B), 63626, 63644 (40E), 63653, 63659, 63660, 63671, 63672 (36B), 63685 (39B), 63713 (39A), 63734 (39B), 63741, 63774 (36B), 63782 (36E), 63788, 63793, 63818, 63911
'Q1' 0-8-0T: 69926, 69930, 69932, 69934-37
WD 2-8-0: 90059, 90070, 90111, 90195 (36B), 90232, 90422, 90425, 90490, 90512, 90540, 90596
Total: 58

31A Cambridge; 39B Sheffield, Darnall; 40E Langwith Junction

Shed visit: Sunday, 12 September 1954
'J6' 0-6-0: 64179
'J11' 0-6-0: 64308, 64339, 64407, 64429
'J39' 0-6-0: 64749 (37A)
'J50' 0-6-0T: 68960, 68962, 68964, 68970, 68980
'L3' 2-6-T: 69064
'O2' 2-8-0: 63922, 63923 (35B), 63936 (35B), 63942 (36A), 63974 (36A)
'O4' 2-8-0: 63617, 63642, 63655, 63658 (39B), 63659, 63660, 63662, 63669 (36D), 63671, 63690, 63696, 63728, 63731 (36D), 63744, 63747, 63748 (39B), 63788, 63799, 63823 (37A), 63906, 63911, 63917
'Q1' 0-8-0T: 69930, 69932, 69934-37
WD 2-8-0: 90013, 90031, 90032, 90070, 90111, 90211 (36B), 90280 (40B), 90311 (36B), 90340 (36B), 90422, 90512, 90597
Total: 57

Shed visit: Sunday, 15 May 1955
'J6' 0-6-0: 64274 (37A)
'J11' 0-6-0: 64308, 64407, 64410, 64429
'J39' 0-6-0: 64872, 64979 (both 37A)
'J50' 0-6-0T: 68960, 68962, 68964, 68973, 68980
'O2' 2-8-0: 63923 (35B), 63943 (36A), 63950 (35B), 63972 (36E)
'O4' 2-8-0: 63572, 63576, 63626, 63653, 63659, 63660, 63662, 63690, 63696, 63705 (38D), 63718, 63728, 63744, 63761, 63788, 63790 (39B), 63793, 63799, 63807, 63818, 63853, 63880, 63906, 63911, 63917
'Q1' 0-8-0T: 69932, 69935, 69937
'S1' 0-8-4T: 69901, 69905
WD 2-8-0: 90013, 90042 (36A), 90059, 90066 (36B), 90070, 90111, 90146 (36B), 90209 (36B), 90224 (40B), 90232, 90311 (36B), 90421 (36B), 90425, 90456, 90601, 90646, 90647
LMS '8F' 2-8-0: 48285 (15B), 48436 (20C), 48471 (15B), 48507 (15C)
Total: 67

15C Leicester Midland; 20C Royston; 38D Staveley GC

Allocation: Sunday, 1 January 1956
'J11' 0-6-0: 64308, 64619, 64407, 64410, 64429
'J50' 0-6-0T: 68960, 68962, 68964, 68970, 68973, 68980
'O2' 2-8-0: 63934
'O4' 2-8-0: 63572, 63576, 63595, 63601, 63606, 63617, 63626, 63642, 63653, 63660, 63662, 63671, 63690, 63696, 63728, 63741, 63744, 63747, 63761, 63788, 63793, 63799, 63807, 63818, 63853, 63880, 63906, 63917
'Q1' 0-8-0T: 69926, 69930, 69932, 69934-37
'S1' 0-8-4T: 69901, 69905
WD 2-8-0: 90013, 90031, 90032, 90059, 90070, 90111, 90133, 90232, 90422, 90425, 90456, 90490, 90512, 90540, 90596-98, 90601, 90646, 90647, 90714
Total: 70

Shed visit: Sunday 18 March 1956
'B1' 4-6-0: 61137 (36A)
'B16' 4-6-0: 61419 (50A)
'J6' 0-6-0: 64182 (37A)
'J11' 0-6-0: 64319, 64407, 64410, 64429
'J50' 0-6-0T: 68960, 68962, 68964, 68970, 68980
'O2' 2-8-0: 63923 (35B), 63938 (35B), 63950 (35B), 63952 (36A), 63954 (36A), 63958 (36A), 63960 (35B), 63963 (36A), 63971 (36A), 63977 (36A)
'O4' 2-8-0: 63576, 63601, 63606, 63626, 63628 (36B), 63633 (37A), 63642, 63653, 63660, 63662, 63671, 63677, 63744, 63747, 63761, 63788, 63790 (39B), 63793, 63843 (36B), 63853, 63899 (39B), 63906, 63913 (36D), 63917
'Q1' 0-8-0T: 69930, 69937
'S1' 0-8-4T: 69901
WD 2-8-0: 90013, 90042 (36A), 90059, 90070, 90131 (40B), 90311, 90330 (36B), 90340 (36B), 90421 (36B), 90425, 90506 (36B), 90512, 90514 (35A), 90567 (40B), 90583 (40B), 90596-98, 90646, 90647
LMS '8F' 2-8-0: 48037 (18A), 48181 (15A), 48553 (18A), 48704 (15B)
Total: 73

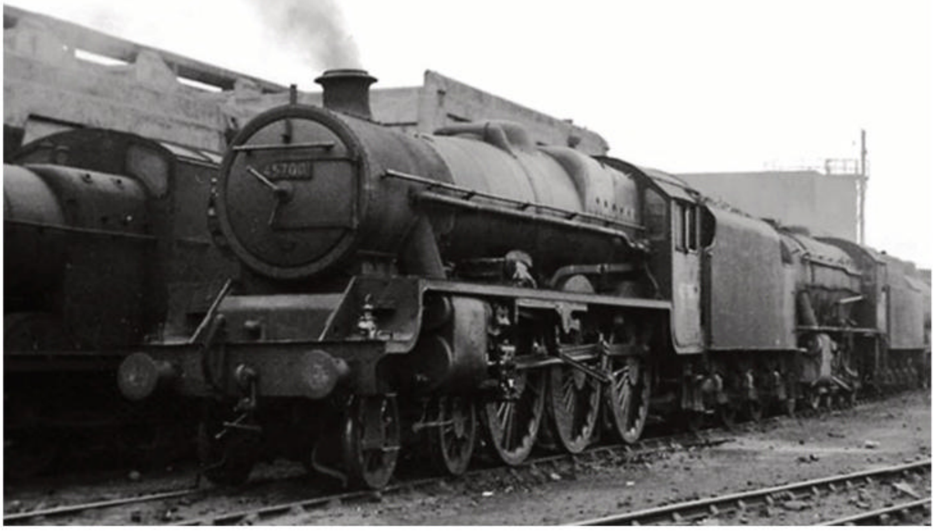
15A Wellingborough; 18A Toton; 35A New England; 50A York

Shed visit: Sunday, 9 June 1957
'J11' 0-6-0: 64308, 64407, 64429
'J50' 0-6-0T: 68962-64, 68973, 68977
'O2' 2-8-0: 63940 (35B), 63947 (36A), 63950 (35B), 63960 (35B), 63968 (36A), 63976 (36E), 63978 (36A)
'O4' 2-8-0: 63572, 63576, 63588 (56B), 63601, 63606, 63626, 63653, 63660, 63662, 63671, 63683 (40B), 63696, 63726 (36D), 63744, 63747, 63761, 63781 (36B), 63788, 63797 (41A), 63818, 63880, 63897 (36B), 63906
'Q1' 0-8-0T: 69926, 69930, 69932, 69934, 69935
WD 2-8-0: 90003 (40B), 90013, 90032, 90059, 90156 (31B), 90203, 90215 (38A), 90232, 90285 (40B), 90422, 90443 (40B), 90490, 90512, 90567, 90580 (36B), 90587 (36B), 90601, 90647, 90700 (36B), 90714
LMS '8F' 2-8-0: 48285 (15B), 48371 (18C)
Total: 65

18C Hasland; 41A Sheffield, Darnall; 56B Ardsley

Shed visit: Sunday, 13 April 1958
'J11' 0-6-0: 64315, 64319, 64365, 64429
'J50' 0-6-0T: 68962-64, 68973
'K1' 2-6-0: 62063 (50A)
'O1' 2-8-0: 63610, 63808, 63886 (all 16D)
'O2' 2-8-0: 63927 (36E), 63940 (34F), 63948 (34F), 63955 (36A), 63956 (36A), 63967 (36A)
'O4' 2-8-0: 63572, 63576, 63601, 63606, 63617, 63642, 63660, 63690, 63738 (40B), 63741, 63750 (41J), 63761, 63807, 63818, 63857 (56B), 63881 (41A)
'Q1' 0-8-0T: 69930, 69932, 69934
WD 2-8-0: 90031, 90059, 90070, 90111, 90203 (36A), 90209 (41F), 90232, 90270 (41F), 90418 (41H) 90422, 90425, 90490, 90512, 90545 (41J), 90580 (41F), 90601, 90714
LMS '8F' 2-8-0: 48126 (55B), 48360 (2E), 48364 (18C), 48397 (41D), 48645 (15B)
350hp 0-6-0DE: D3481 (36A)*
Total: 60

2E Northampton; 16D Annesley; 34F Grantham; 41D Canklow; 41H Staveley GC; 41J Langwith Junction; 55B Stourton
*The diesel shunter was on loan from Doncaster for trials in Scunthorpe's various yards. It presaged the arrival of a dozen such machines later in the year.



An unusual visitor to Frodingham on Sunday, 8 May 1960 is Stanier 'Jubilee' class 4-6-0 No 45700 *Amethyst* from Liverpool's Bank Hall shed (27A) . What brought it to north Lincolnshire may only be speculated upon. Completed at Crewe in April 1936, the engine originally carried the name *Britannia*, which it lost in September 1951 in favour of newly-built BR '7MT' No 70000. However, the Royal Navy frigate F116 HMS *Amethyst* had been subject to worldwide news coverage between April and July 1949 when it got caught up in the Chinese Civil War and was trapped by communist forces in the River Yangtze, with a considerable amount of casualties and damage (and the only ever animal VC awarded to a cat). The vessel eventually broke out under cover of darkness, returning to the Fleet at Hong Kong. All in all, a very fitting new name was applied to No 45700! Author's Collection

Shed visit: Sunday, 19 April 1959
'J11' 0-6-0: 64308, 64319, 64351, 64365, 64407, 64429
'K1' 2-6-0: 65050, 65056 (both 50A)
'O2' 2-8-0: 63923 (34F), 63946 (34F), 63952 (36A), 63960 (34F), 63972 (36E), 63978 (36A)
'O4' 2-8-0: 63595, 63601, 63604 (41A), 63626, 63642, 63653, 63654, 63662, 63741, 63793, 63799, 63824 (41G), 63899 (41H)
'Q1' 0-8-0T: 69928, 69929, 69934-36
WD 2-8-0: 90032, 90070, 90133, 90139 (41F), 90195 (41F), 90232, 90255 (36A), 90358 (41F), 90410 (41F), 90425, 90456, 90469, 90491 (41F), 90512, 90521 (41F), 90537, 90597, 90635 (56A)
BR '9F' 2-10-0: 92035, 92168 (36A), 92190
350hp 0-6-0DE: D3641, D3644
Total: 58

41F Mexborough; 41G Barnsley; 56A Wakefield

Shed visit: Sunday, 17 July 1960
'J11' 0-6-0: 64308, 64371, 64385, 64395, 64404, 64423
'K1' 2-6-0: 62014, 62020, 62032
'O2' 2-8-0: 63982 (36E)
'O4' 2-8-0: 63576, 63595, 63601, 63617, 63662, 63671, 63728, 63741, 63748, 63785 (36E), 63793, 63836
WD 2-8-0: 90007, 90013, 90032, 90045 (50A), 90059, 90087, 90111, 90133, 90189, 90221 (40B), 90469, 90490, 90512, 90601, 90723 (56D)
BR '9F' 2-10-0: 92172, 92173, 92190 (all 36A)
350hp 0-6-0DE: D3638-43, D3647
Total: 47

Allocation: Sunday, 1 January 1961
'J11' 0-6-0: 64308, 64385, 64404, 64423
'K1' 2-6-0: 62013, 62014, 62016-18, 62020, 62032, 62033, 62035
'O4' 2-8-0: 63576, 63595, 63601, 63606, 63617, 63626, 63653, 63662, 63665, 63666, 63671, 63690, 63728, 63730, 63741, 63744, 63747, 63748, 63781, 63788, 63793, 63799, 63807, 63836, 63880, 63906, 63917
WD 2-8-0: 90007, 90013, 90025, 90031, 90032, 90053, 90059, 90070, 90087, 90108, 90111, 90115, 90120, 90133, 90161, 90166, 90189, 90232, 90288, 90422, 90425, 90456, 90469, 90490, 90498, 90512, 90537, 90540, 90550, 90597, 90598, 90601, 90602, 90646-48, 90696, 90714, 90732 *Vulcan*
350hp 0-6-0DE: D3638-49
Total: 91

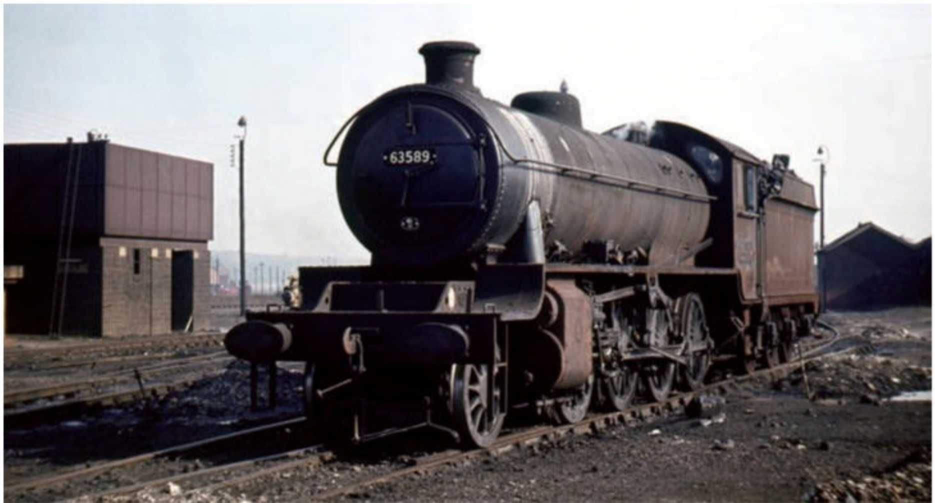
Shed visit: Sunday, 29 October 1961
'J11' 0-6-0: 64423
'K1' 2-6-0: 62016, 62018, 62020, 62035
'K3' 2-6-0: 61800, 61970, 61972 (all 36A)
'O1' 2-8-0: 63689, 63789 (both 16D)
'O2' 2-8-0: 63983 (36E), 63985 (36A)
'O4' 2-8-0: 63576, 63606, 63666, 63671, 63728, 63741, 63744, 63748, 63781, 63793, 93799, 63823 (56B), 63824 (36E) 63880, 63906, 63917
WD 2-8-0: 90007, 90025, 90031, 90032, 90070, 90108, 90115, 90133, 90152 (18B), 90189, 90221 (40B), 90288, 90293, 90304 (41F), 90341 (56A), 90425, 90443 (40B), 90469, 90490, 90512, 90519 (41F), 90537, 90540, 90550, 90551, 90587 (41F), 90597, 90598, 90601, 90602, 90647, 90696, 90700 (41F), 90714, 90732 *Vulcan*
BR '9F' 2-10-0: 92039 (34E)
350hp 0-6-0DE: D3642
Total: 65

Shed visit: Sunday, 21 October 1962
'K1' 2-6-0: 62013, 62014, 62018, 62032, 62035
'O2' 2-8-0: 63936 (36E), 63938 (34F), 63942 (34F), 63943 (34F), 63949 (34F), 63960 (34F), 63962 (36E), 63963 (34F)
'O4' 2-8-0: 63576, 63586, 63601, 63606, 63628, 63653, 63666, 63690, 63693, 63728, 63741, 63744, 63749, 63781, 63788, 63791, 63793, 63807, 63880, 63897, 63898, 63906
WD 2-8-0: 90000, 90013, 90025, 90059, 90070, 90079, 90108, 90111, 90119, 90133, 90189, 90215 (40B), 90232, 90270 (34E), 90288 (W), 90425, 90453, 90460 (40A), 90476 (36A), 90480 (36A), 90537, 90540, 90550 (W), 90597, 90601
LMS '8F' 2-8-0: 48333 (16D), 48536 (18B)
350hp 0-6-0DE: D3641, D3643, D3645, D3647
Total: 66

40A Lincoln; W: Withdrawn

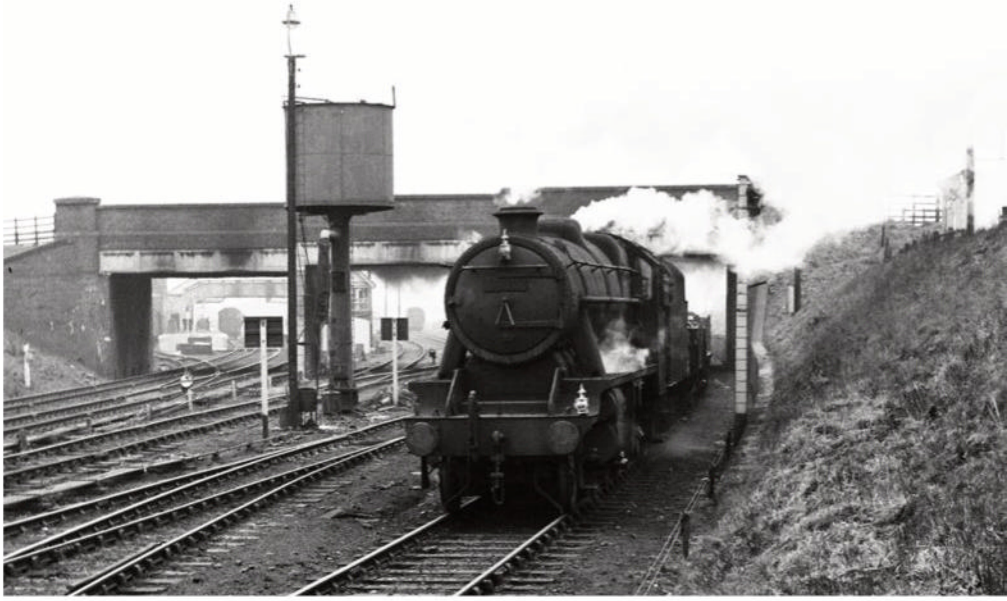
Shed visit: Sunday, 28 April 1963
'K1' 2-6-0: 62013, 62015 (36A), 62016-18, 62033, 62066 (36A)
'O1' 2-8-0: 63784 (41H)
'O2' 2-8-0: 63936 (36E), 63938 (34F), 63942 (34F), 63949 (34F), 63978 (36E), 63987 (34F)
'O4' 2-8-0: 63586, 63601, 63617 (W), 63651 (36E), 63666 (W), 63690 (W), 63693 (W), 63728, 63741, 63744, 63748 (W), 63788, 63807, 63832 (W), 63836, 63880 (W), 63898
WD 2-8-0: 90007, 90024, 90032, 90053, 90079, 90096 (36A), 90108-20, 90202 (41D), 90232, 90239, 90422, 90435 (50B), 90439, 90454 (34E), 90456, 90498 (36A), 90537, 90597, 90601, 90613, 90647, 90665, 90696, 90709 (36A), 90714, 90730
LMS '8F' 2-8-0: 48204 (18B)
350hp 0-6-0DE: D3639, D3641-44, D3648
Brush type '2' A1A-A1A: D5832 (41A)
EE type '3' Co-Co: D6753 (41A)
Total: 68

50B Hull, Dairycoates



The November 1944 to February 1948 period saw the various comings and goings of Thompson 'O1' class 2-8-0s to the Frodingham fleet, nine locomotives in all, but this view is of the visiting No 63589 at the east end of Frodingham shed. The date is not recorded but the 41H shedplate and shed allocation investigations suggest this to be between 9 June 1963 and 13 June 1965 when a Staveley (GC) shed asset. This 2-8-0 dates back to December 1912 as GCR Robinson '8K' No 1242, an NBL product, and it was twice modified, to 'O4/5' in October 1932 and then, more radically and as seen, for release to traffic as a Thompson 'O1' from 28 April 1949 while Annesley-based. Colour-Rail.com/362779

BR regional boundary changes of 1958 saw the once rival depots of Staveley – the GC shed of that name and the ex-Midland Railway shed of Barrow Hill – grouped together under 41A parent Sheffield Darnall. This 12 March 1963 photograph records Barrow Hill (41E)-allocated Stanier '8F' class 2-8-0 No 48331 starting its journey home after working a heavy freight to the steelworks. The location is the cutting just west of Scunthorpe & Frodingham station, which can be seen beyond Ashby Road overbridge, and part of the West/New Yard is also in view, which is doubtless the starting point for this down goods duty, with the '8F' joining a prepared train after servicing at Frodingham shed. There were never any Stanier '8Fs' on the Frodingham books but they were certainly regular visitors in the 1950s and into the mid-1960s. The pictured engine would end its days at Newton Heath in the week ending 26 February 1966.
Ron Smith/Transport Treasury



Shed visit: Sunday, 1 November 1964
'B1' 4-6-0: 61353 (56A), 61367 (36A)
'K1' 2-6-0: 62033, 62035
'O4' 2-8-0: 63586, 63606, 63653, 63692 (36E), 63728, 63781, 63789, 63791, 63793, 63802 (W), 63807 (W), 63884 (W), 63906
WD 2-8-0: 90007, 90024, 90035 (40B), 90042 (36A), 90053, 90059, 90070, 90096 (36A), 90115, 90119, 90120, 90126 (56B), 90153 (41D), 90188 (41E), 90203 (41D), 90211 (41D), 90223 (36E), 90242 (40B), 90271 (41J), 90315, 90372 (36A), 90409 (56B), 90422, 90439, 90456, 90469 (W), 90537, 90557 (41D), 90613, 90647, 90652 (55E), 90665
BR '9F' 2-10-0: 92129 (2D), 92198 (W), 92199 (W)
LMS '8F' 2-8-0: 48162 (55D)
350hp 0-6-0DE: D3639, D3640, D3647
Brush type '4' Co-Co: D1541 (41A sub: Tinsley)
Brush type '2' A1A-A1A: D5820 (41C sub: Wath)
Total: 58

41E Staveley, Barrow Hill; 55D Royston; 55E Normanton

Shed visit: Sunday, 8 August 1965
'B1' 4-6-0: 61195
'K1' 2-6-0: 62015 (W), 62035 (W), 62067
'O4' 2-8-0: 90000 (W), 90007 (W), 90013, 90024, 90025 (W), 90053 (W), 90108 (W), 90133, 90183 (W), 90189 (41E), 90283, 90390, 90422 (W), 90439, 90501, 90537, 90569, 90601 (W), 90702 (W)
350hp 0-6-0DE: D3638, D3640, D3645-48
Brush type '4' Co-Co: D1549 (40B), D1576 (41A sub: Tinsley), D1783 (Tinsley), D1796 (Tinsley), D1879 (40B)
EE type '1' Bo-Bo: D8023, D8052 (both 40B)
Total: 42

Allocation: Saturday, 1 January 1966
WD 2-8-0: 90013, 90024, 90032, 90035, 90075, 90080, 90148, 90178, 90232, 90241, 90274, 90367, 90384, 90410, 90456, 90471, 90493, 90498, 90514
Total: 19

Shed visit: Sunday, 30 January 1966 (only steam locomotives recorded)
WD 2-8-0: 90013, 90024, 90032, 90035, 90178, 90232 (W), 90041 (W), 90074 (W), 90439 (W), 90456, 90471, 90493, 90498, 90516 (W), 90517 (50A)
Total: 15

Concluding thought

Since the days detailed above, there have been many changes in all of the industries involved. However, in contrast to most parts of Britain's railway network, in the year 2019, for example, the (Port of) Immingham-Scunthorpe-Doncaster railway line carried 20% of the *total* rail freight of the UK. The ghosts of the men and machines of Keadby and Frodingham engine sheds would heartily have approved!

STEAM DAYS

ACKNOWLEDGEMENTS
The authors wish to express their appreciation of the following: all the photographers who supplied material; the Engine Shed Society's Photographic Archive and its keeper, Stephen Wolstenholme; the records and help so freely given by the following gentlemen, sadly, no longer with us, Andrew Dow, Bill Stubbs and Bernard Matthews; and the records and help so freely given by the following gentlemen, Jim Lindsay and Bryan Longbone.

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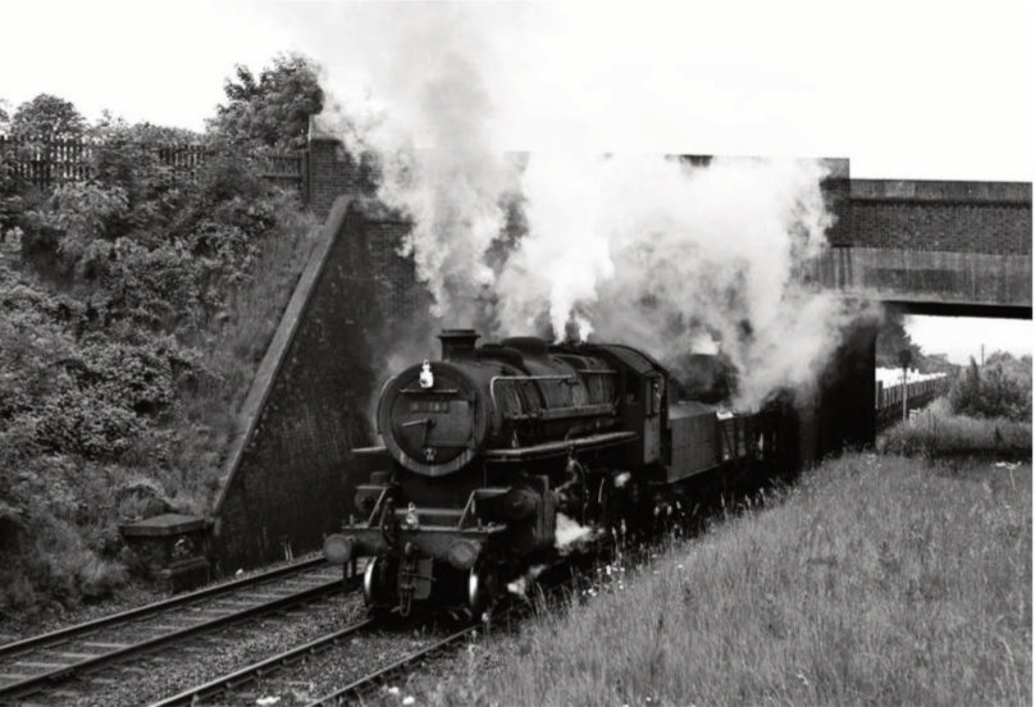

Proof-positive that many steam locomotives did not need to die, there simply was no more work for them to do! On the day before it was withdrawn, we find another Staveley Barrow Hill engine – Ivatt '4MT' 2-6-0 No 43161 (Doncaster, September 1952, as the last of the class to be built) hard-worked to get its train of general goods to the summit of Gunhouse bank, but it did it, and after attention to the few leaks, doubtless was capable of working many more turns. Going first to Yarmouth Beach shed, the Mogul had spells at, among others, Neasden, Norwich and Staveley (GC) before arriving at Barrow Hill in March 1963. After being condemned on 20 June 1965, it would be cut up at Wards, Killamarsh. Just seen through the steam, a banking engine is making its way downhill. Of note is that there is no sign of an Ivatt '4MT' in any of the Frodingham 'seen of shed' reports, which suggests that this appearance was far from the norm, but such was the variety of the visiting locomotives. Paul Leavens, courtesy Book Law Publications

THE RAILWAYS OF

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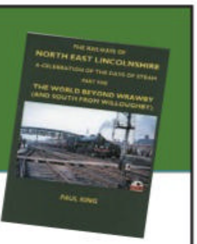
A CELEBRATION OF THE DAYS OF STEAM

PART FIVE

THE WORLD BEYOND WRAWBY (AND SOUTH FROM WILLOUGHBY)



The Railways of North East Lincolnshire, A Celebration Of Steam, Part Five -The World Beyond Wrawby concludes the story of railways in the north eastern part of Lincolnshire with a review of the lines serving the area. Covered are the lines west from Wrawby Junction (including detailed allocations for Keadby and Frodingham) and south from Willoughby as far as Boston. The lines to Skegness, Horncastle, Spilsby, Bardney and Kirkstead-Little Steeping are also featured. The book ends with pictorial chapters covering Immingham locos working outside of the area and a collection of photographs omitted in earlier books due to lack of space.

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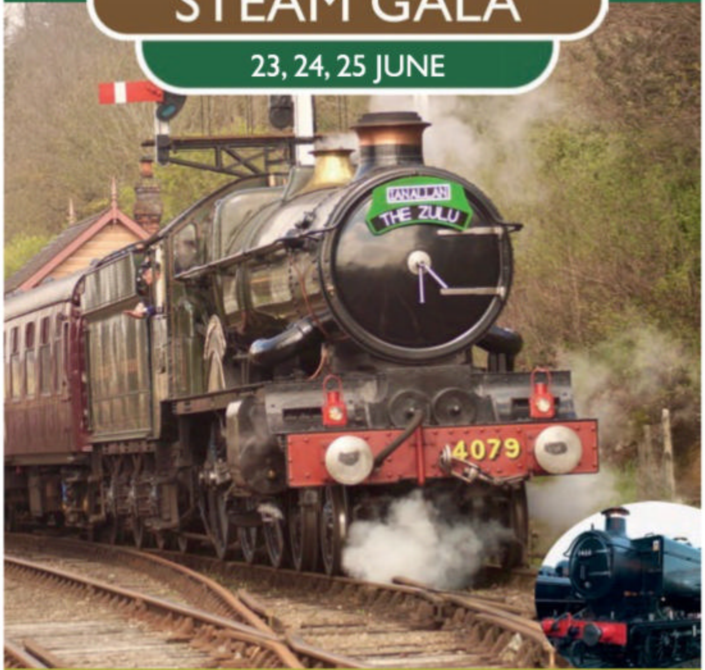

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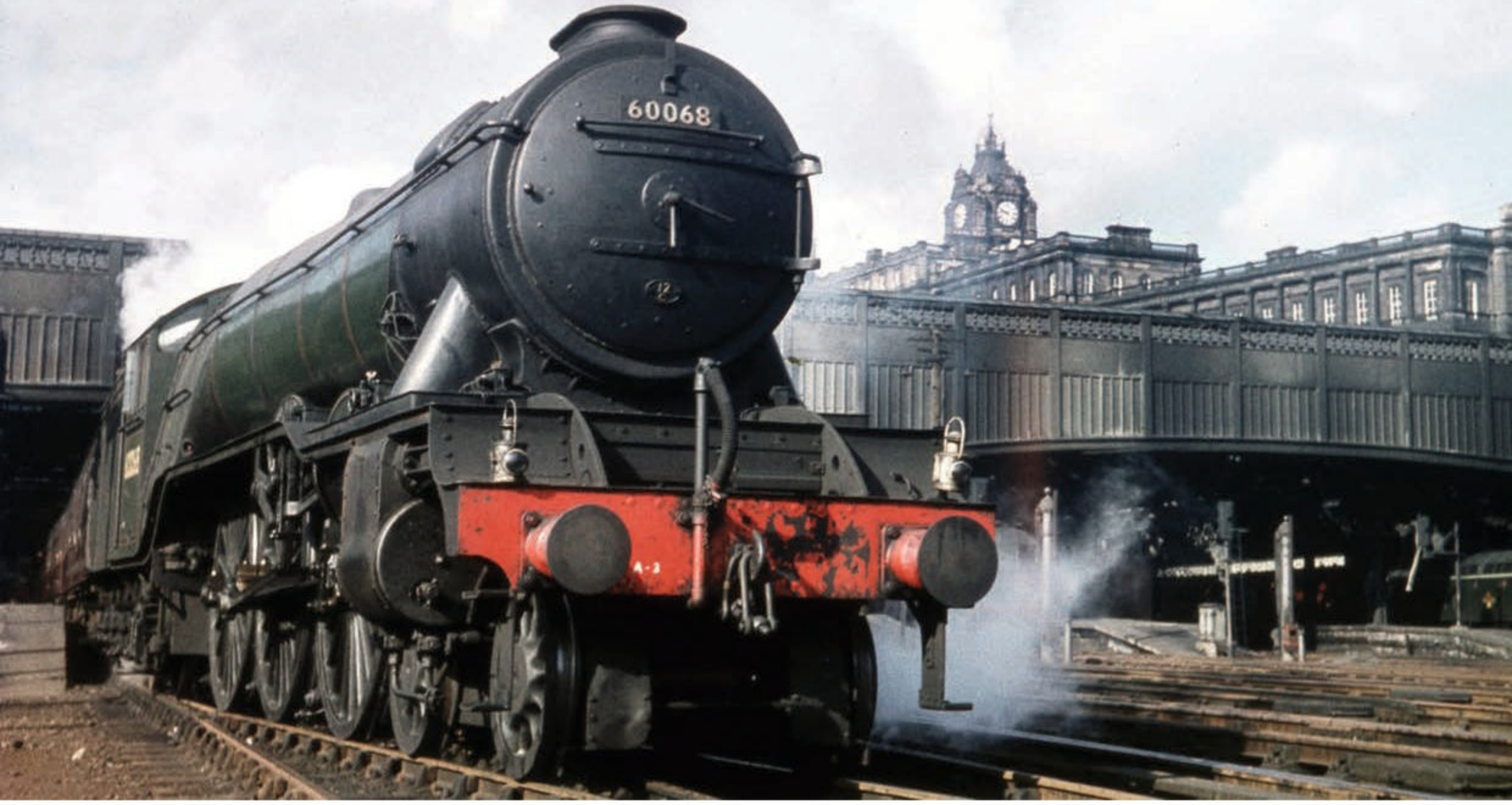
STEAM DAYS

In Colour

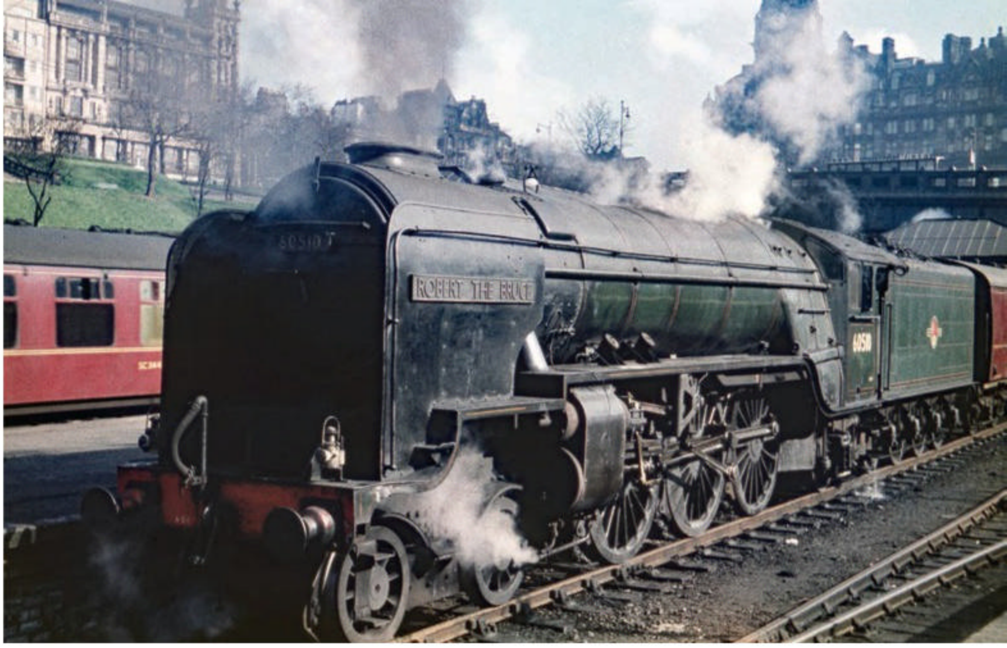
223: Edinburgh and East Lothian (East Coast) steam

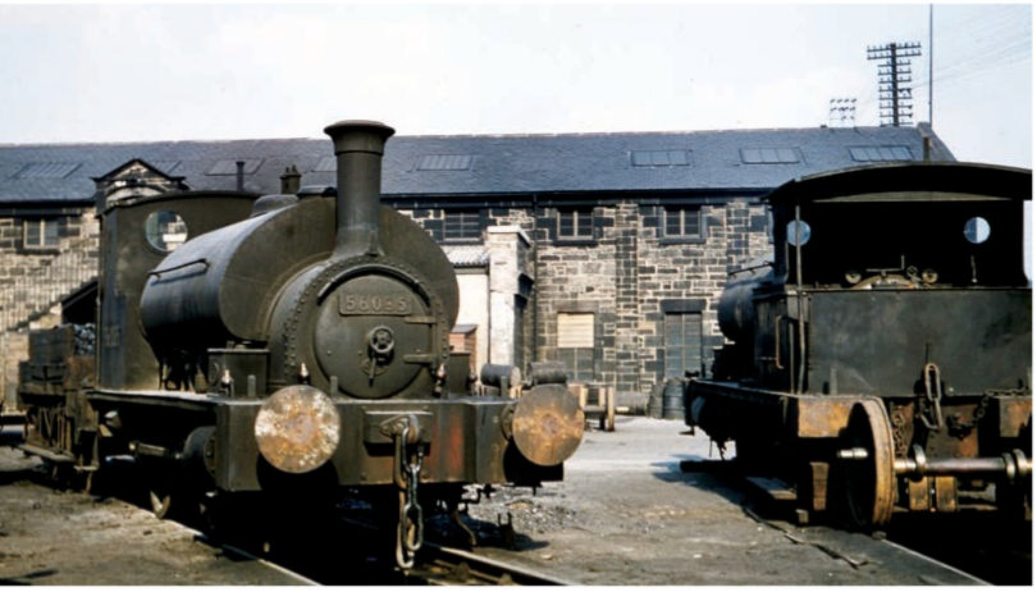
The 1950s and 1960s photography of J G Wallace is at the heart of this trip of around 36 miles east from the Scottish capital, its Waverley station offering a through East Coast route but very often it was a starting or terminating point for even the best services, and as such acted as a hub for main lines such as the Waverley route as well some branch services. A resident of Longniddry near to the East Coast main line, J G Wallace was on the doorstep to capture what seems to be the seldom photographed section of the route between Edinburgh and Cockburnspath on the edge of East Lothian.

The grandiose North British Hotel which opened on 16 October 1902 looms above the trainshed at the east end of Edinburgh (Waverley) station as Gresley 'A3' Pacific No 60068 *Sir Visto* awaits departure with a Waverley line train in April 1960. The Carlisle (Canal)-allocated engine is likely to be in charge of 'The Waverley' titled train, due away at 10.05am to London (St Pancras) via Hawick, Carlisle and the Settle & Carlisle line. The double chimney was fitted in a Doncaster Works visit in February 1959 but the engine would not get smoke deflectors before withdrawal came on 27 August 1962. J G Wallace/Colour-Rail.com/318075



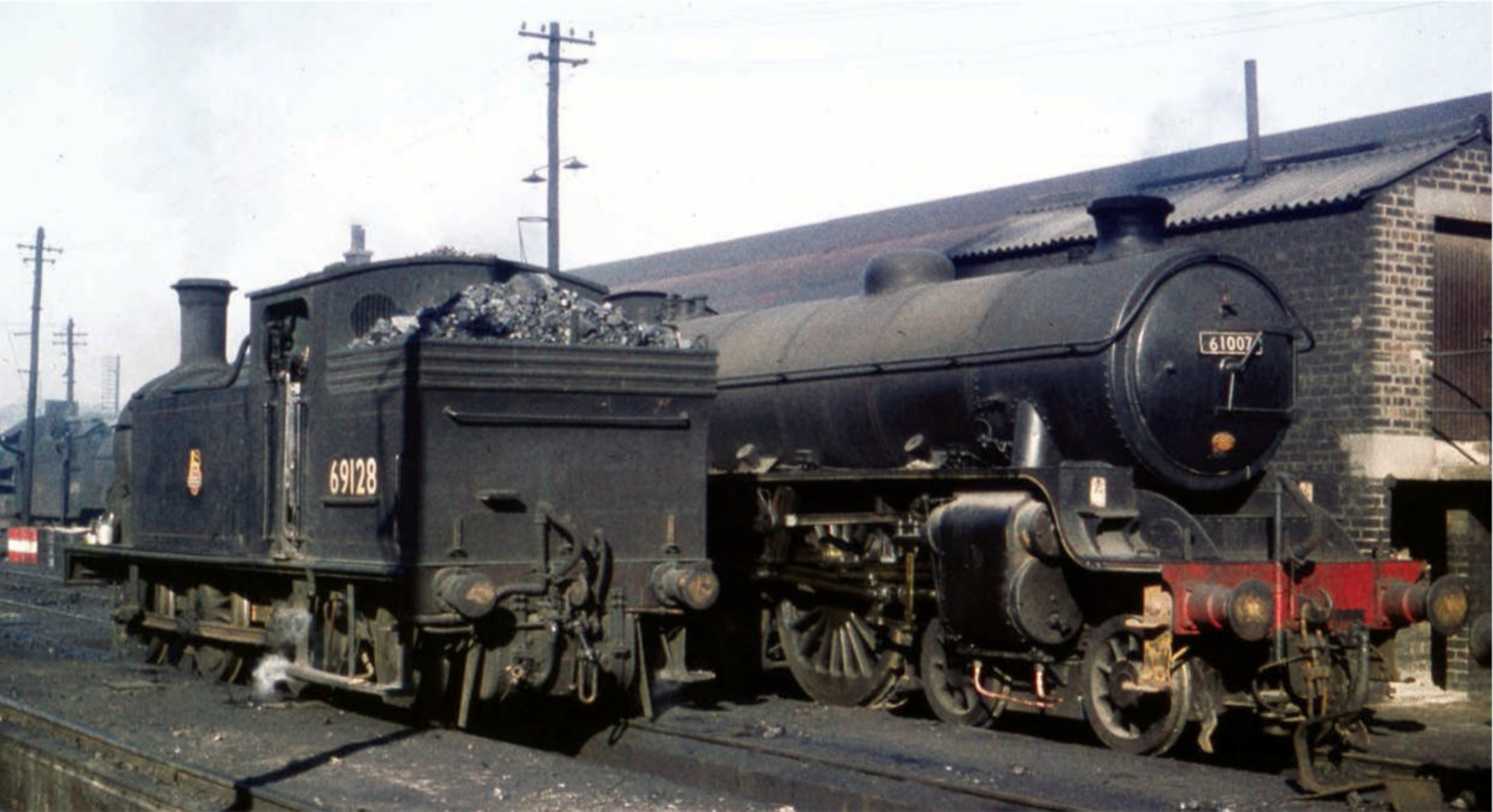
A very clean Thompson 'A2' class Pacific, No 60510 *Robert the Bruce*, is ready to leave from the west end of Edinburgh (Waverley) with a train to Dundee in April 1960. The working is likely to be the 10.10am to Dundee Tay Bridge. The locomotive was allocated to Haymarket shed, which provided engines and servicing for most East Coast main line services at the time and was located around two miles west of the station. Modernisation of the facilities at Haymarket to accommodate diesel traction saw a reduction in steam activity and this engine was transferred to the more freight-orientated St Margarets shed (east of Waverley station) in July, although that moved proved to be short-lived as withdrawal came in November 1960.
J G Wallace/Colour-Rail.com/SC246

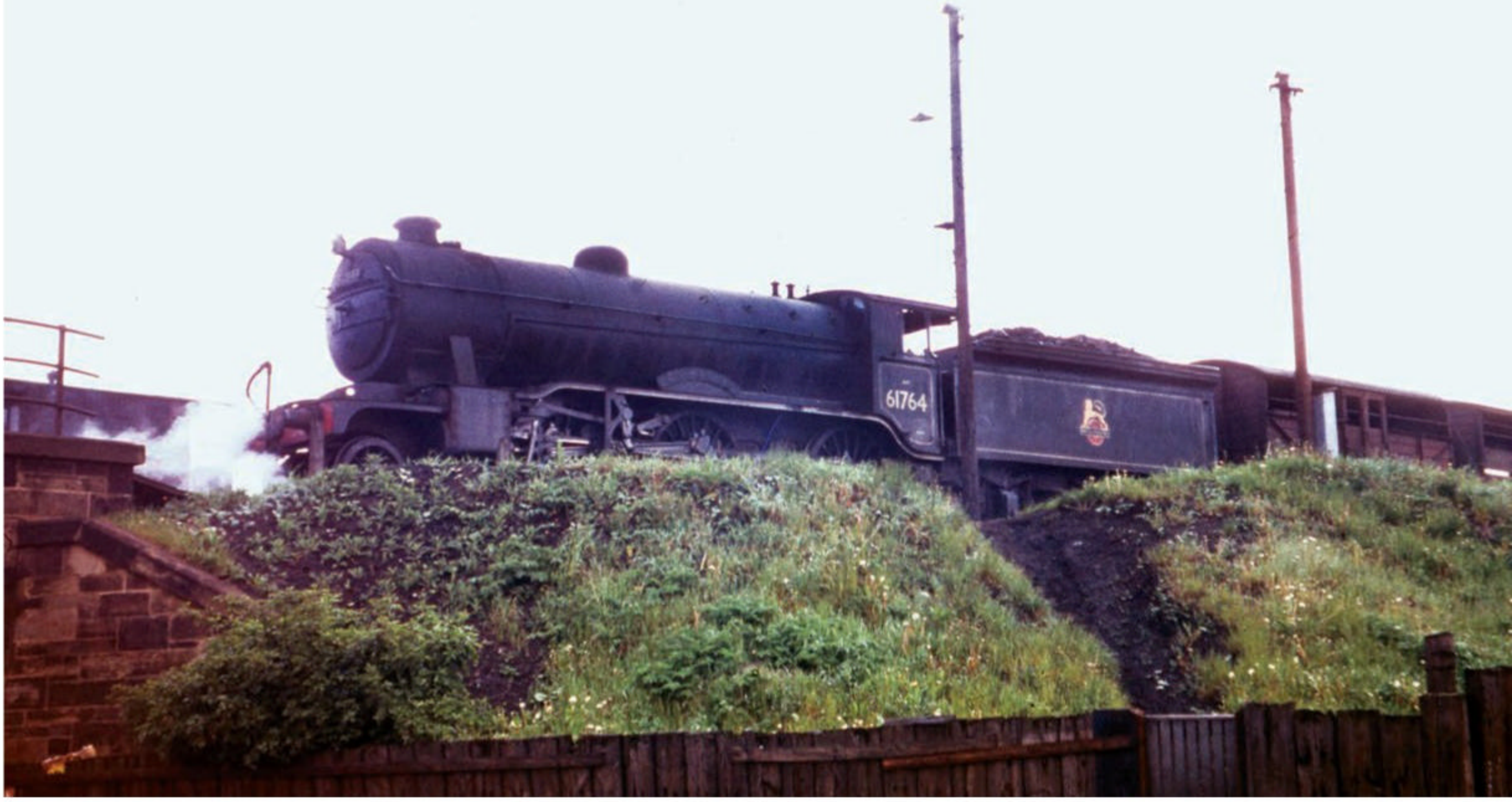




The facilities at St Margarets shed in the eastern suburbs of Edinburgh were on both sides of the East Coast main line but were not one homogenous operation until the Grouping in 1923. On the north side was the original North British Railway locomotive works and roundhouse built in the 1840s, which expanded to the south side when a six-road shed was built in the 1860s, followed by another shed adjacent and opened by the North Eastern Railway in 1871 after an 1869 dated agreement to allow that company running rights to the city. Apart from minor repairs, the works ceased operations in 1925 but the roundhouse continued in use, albeit becoming roofless in the LNER era. Drummond '264' class 'Pug' 0-4-0ST No 56035 coupled to a wooden four-wheel tender is on one of the roads around the turntable in May 1956. This former Caledonian locomotive was similar to NBR engines and spent most of the BR era at Greenock Ladyburn shed, but it called this shed home between April 1955 and July 1957.
J G Wallace/Colour-Rail.com/318050

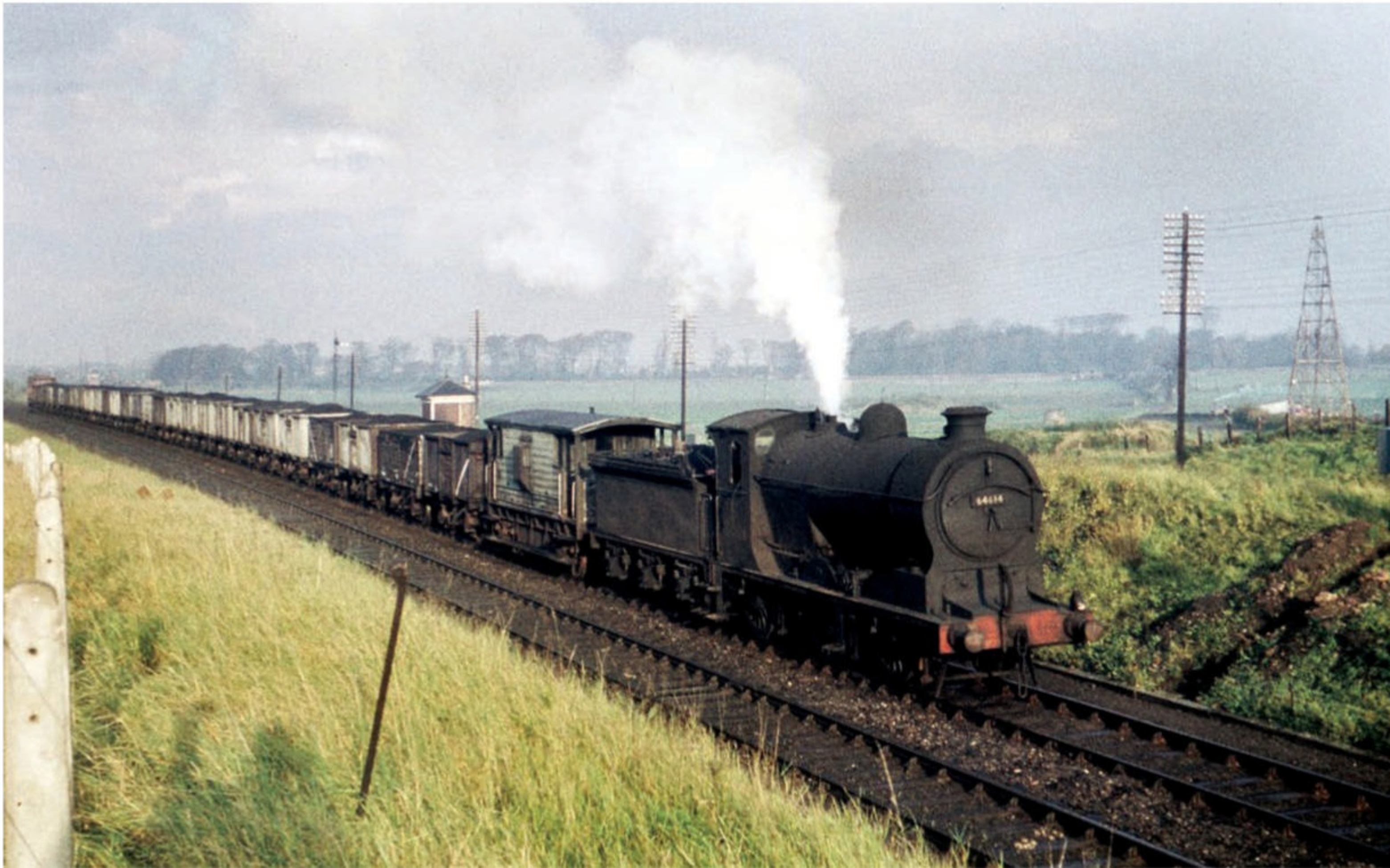
The main running sheds on the south side of the East Coast main line at St Margarets are host to recently denamed ex-works Thompson 'B1' class 4-6-0 No 61007 *Klipspringer* and NBR 'N15' 0-6-2T No 69128 in March 1962. A total of 99 of these Reid-designed tank engines were built between 1910 and 1923 and examples found work here on freight, empty carriage and pilot duties. J G Wallace/Colour-Rail.com 318055

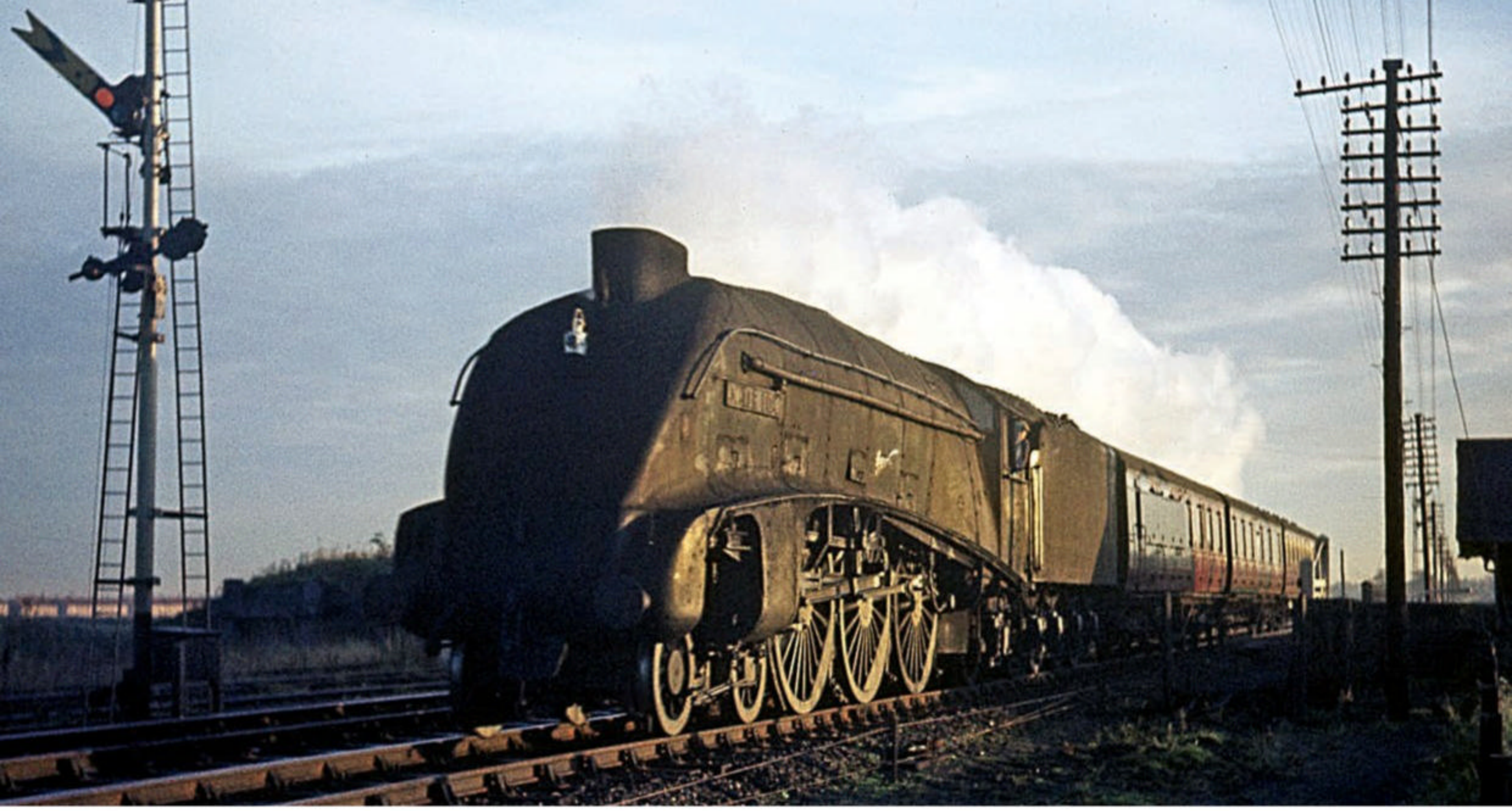




With cattle wagons marshalled at the front of its train, Eastfield-allocated Gresley 'K2/1' Mogul No 61764 *Loch Arkaig* is recorded on a goods train at Craigentinny in May 1957. These engines saw occasional outings on passenger trains but were otherwise mainly confined to goods workings by this time. Completed as Great Northern Railway 'H3' No 1674 in July 1918, the pictured engine was oil-burning between April and November 1921 and its side-window cab is a Scottish Region addition rather than original. J G Wallace/Colour-Rail.com/318044

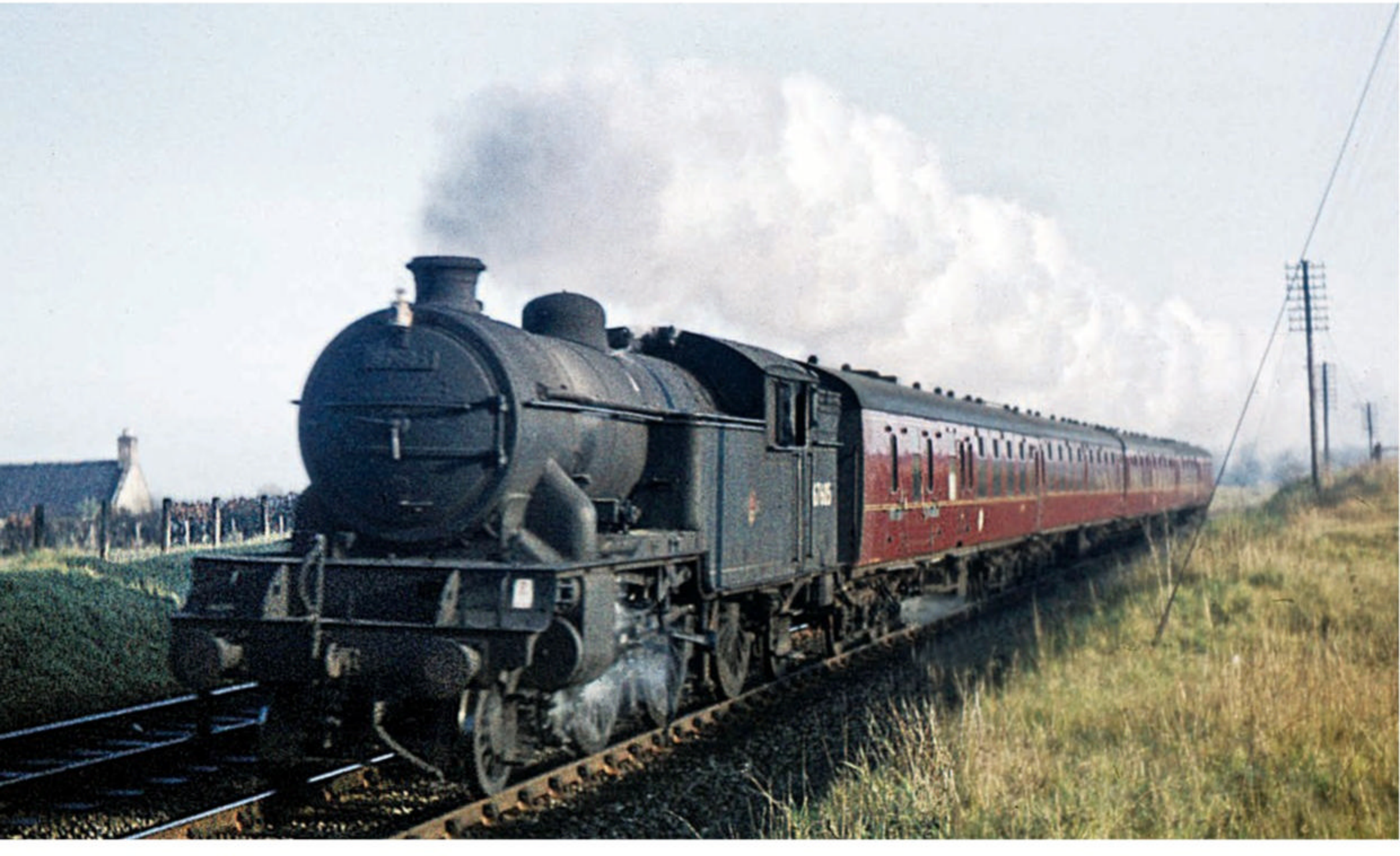
Winter sunshine catches Reid 'J37' class 0-6-0 No 64614 on a loaded coal train as it trundles along the line between Niddrie Junction (West) and Monktonhall Junction in 1960. The East Coast main line is out of view in a shallow cutting at this point, between the train and the run of telegraph poles that pass the boarded up former Niddrie Junction (East) box. The box closed in 1925 when the link with this line was severed here and moved a mile or so further on to Monktonhall Junction where the line to Smeaton branched off. At the time of this view Millerhill marshalling yard and its associated new connections was under construction west of here, and long established smaller local yards and working arrangements would soon be closed and swept aside. J G Wallace/Colour-Rail.com/318032

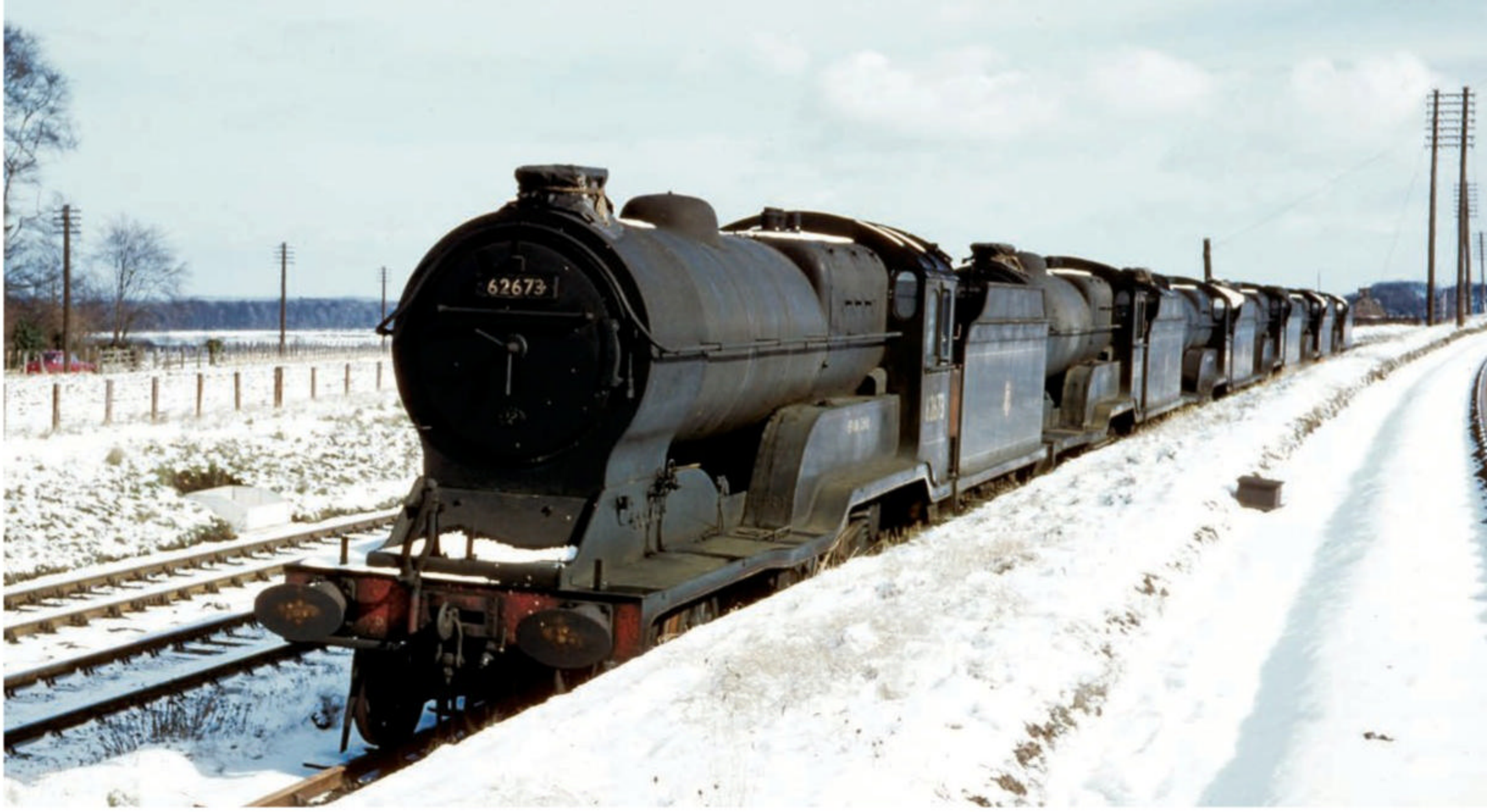




After Gresley 'A4' Pacifics were displaced by dieselisation south of the border, Nos 60006, 60007, 60010, 60017, 60026, 60032 and 60034 were moved to St Margarets shed in Edinburgh at the end of October 1963 for redeployment on services in Scotland. The condition of the new arrivals was mixed but Nos 60006 and 60007 soon moved on to Dalry Road shed and No 60010 went to Ferryhill, while another pair, Nos 60026 and 60034, were put in store at Bathgate. The other two, Nos 60017 and 60032, were returned south for scrapping after a few days of evaluation. 'A4' No 60017 *Silver Fox* was clearly not well regarded as during this brief period the engine was captured at Prestongrange crossing near Prestonpans while returning to Edinburgh on a lightweight evening local service, probably from Berwick-upon-Tweed. The Pacific would be broken up at Doncaster in December 1963. Due to mining subsidence the line here was in recent years abandoned with the Dolphingstone deviation opened on 20 April 2003.
J G Wallace/Colour-Rail.com/318114

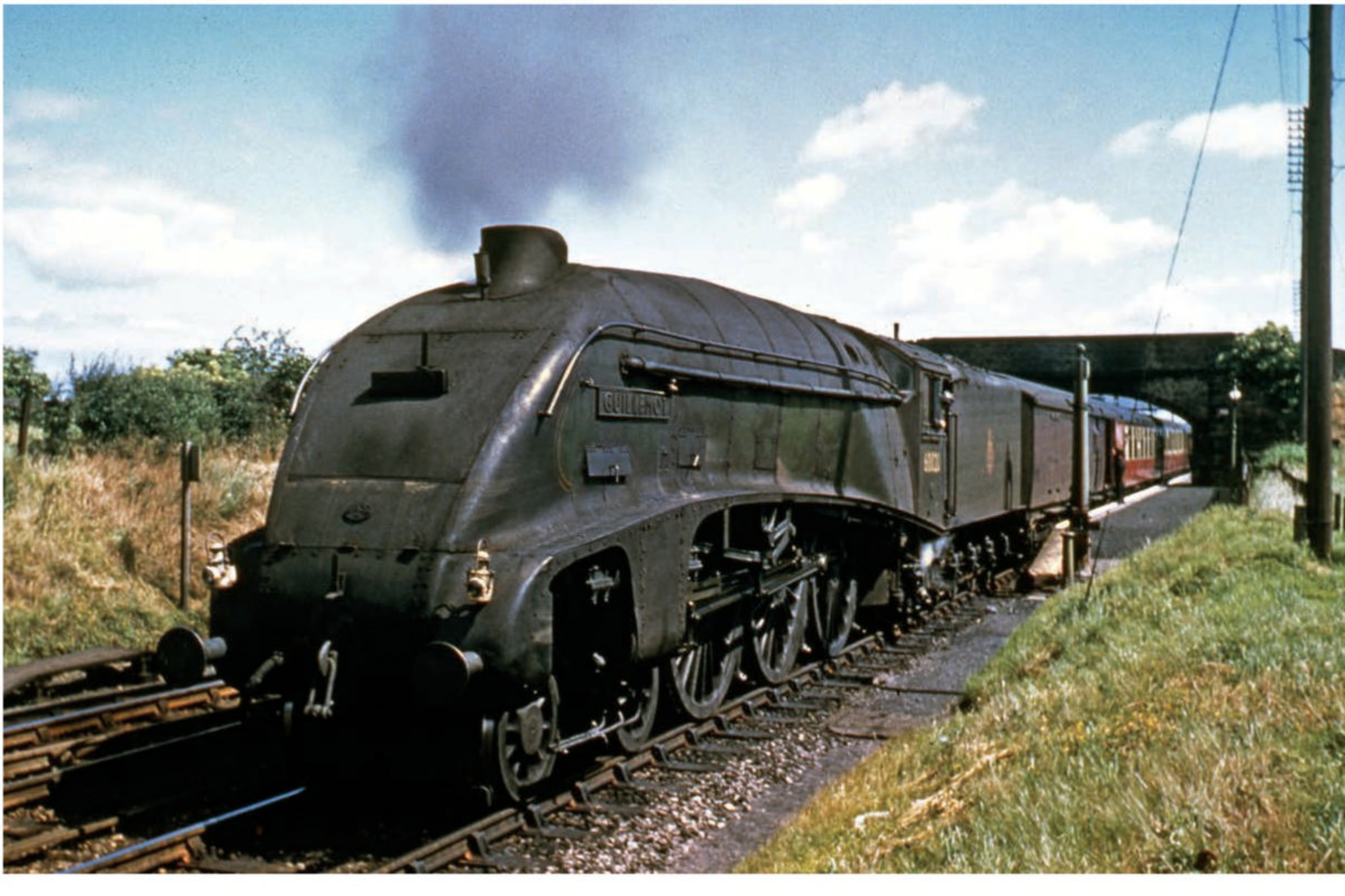
Gresley 'V3' 2-6-2T No 67605 scurries along the East Coast main line past Seton Siding on the approach to Prestonpans with a service from North Berwick in February 1962. Although unrecorded, this is likely to be a diesel substitution on the 10.30am duty from North Berwick to Corstorphine as services were by now usually in the hands of diesel units after they first began appearing on the branch in May 1957. J G Wallace/Colour-Rail.com/318127

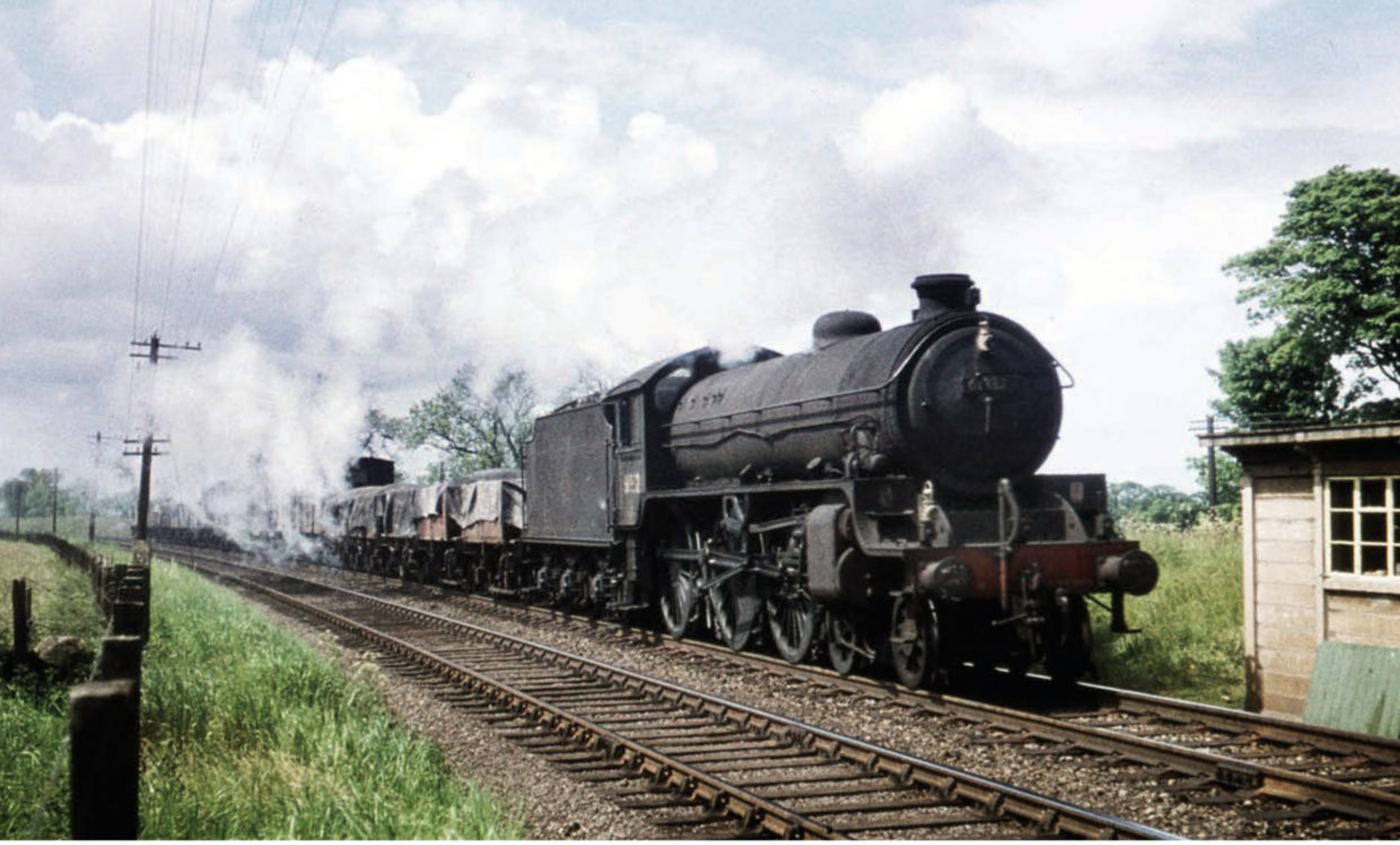




Robinson 'D11/2' 'Improved Director' class 4-4-0 No 62678 *Luckie Mucklebackit* leads a line of six stored engines in the siding in between the East Coast main line and Haddington branch at Longniddry in February 1958. The arrival of the Thompson 'B1s' in the 1940s soon deprived these engines of much of their work and with 6ft 9in driving wheels they were unsuitable for stopping trains and goods work. The Haddington branch closed to passengers in 1949 but remained open to goods until 1968. J G Wallace/Colour-Rail.com/318098

Still fitted with a single chimney, Gresley 'A4' 4-6-2 No 60020 *Guillemot* calls at Drem station with a northbound service in 1955. In due course, a double chimney came with a works visit to Doncaster in October 1957. This locomotive spent its entire working life allocated to either Gateshead or Heaton sheds and although not too grubby on this occasion, its appearance here does give an indication of the reputation associated with Tyneside-allocated engines, even before standards dropped generally. J G Wallace/Colour-Rail.com/SC500





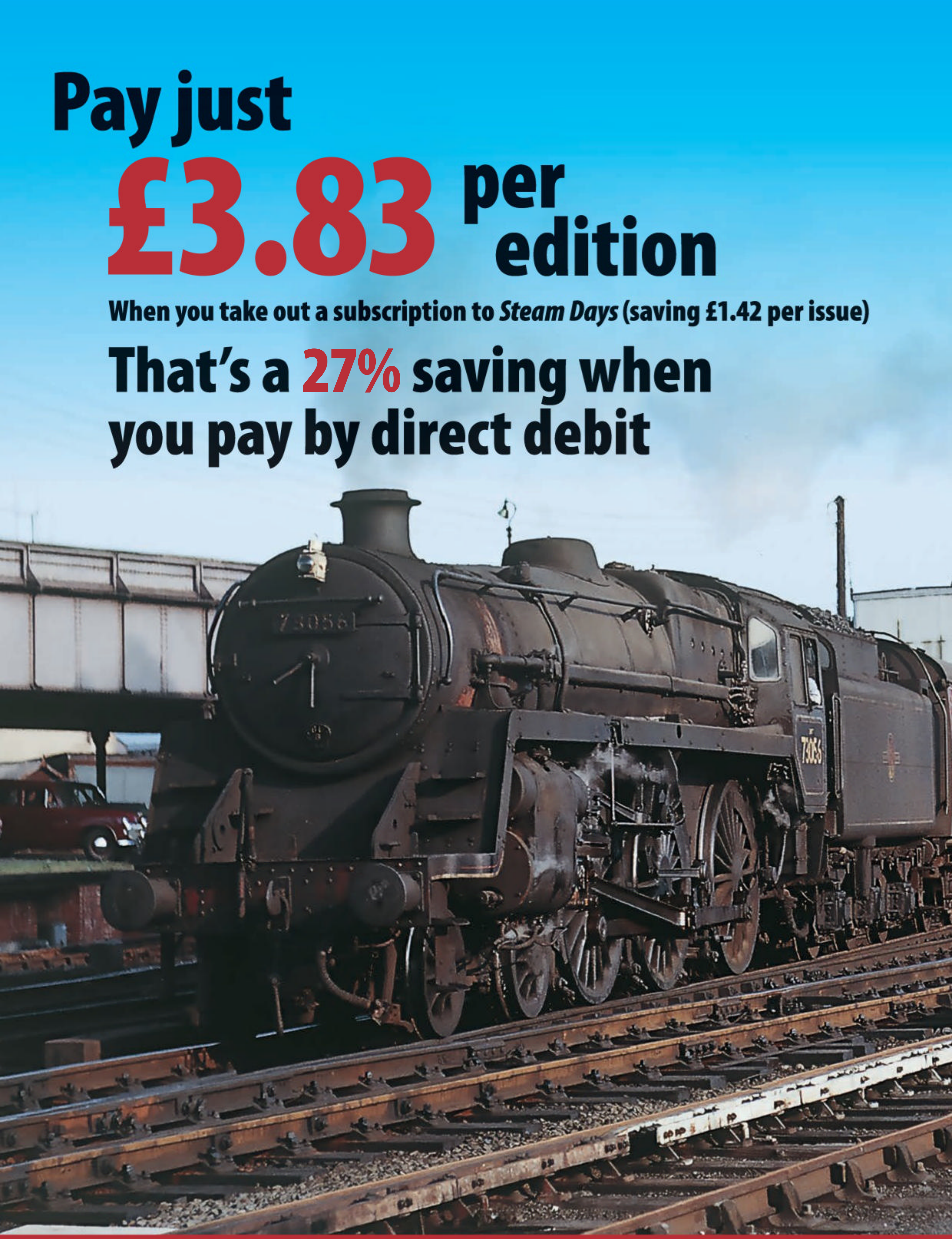
Above: **An express freight steams along past Ninewar, between East Linton and Dunbar, hauled by Thompson 'B1' class 4-6-0 No 61332 in June 1961. The leading wagons are conveying bricks and not less than a third of the train will be vacuum-braked to comply with the class 'D' rating of the train. This engine was new to the Eastern Region at Cambridge in June 1948, and after a while at Norwich Thorpe shed it was transferred to Edinburgh (St Margarets) in September 1953. A subsequent move to Thornton Junction shed in November 1962 was short-lived as it was withdrawn in the following month after an active life of just 14½ years.**
J G Wallace/Colour-Rail.com/318086

Top right: **Gresley 'A4' Pacific No 60009 *Union of South Africa* heads south from Dunbar near East Barns in April 1962. By this time many East Coast express duties in Scotland had been handed over to English Electric type '4' 1Co-Co1s and from the summer of 1961 Deltic Co-Co type '5' diesel-electrics started appearing on some trains. These were properly diagrammed to services from 11 September 1961. The identity of this late morning working is unrecorded but it could be a relief, or may be a steam substitution as unreliability plagued the new order for a while.**
J G Wallace/Colour-Rail.com/318122

Right: **Trains faced a near five mile climb at 1 in 96 from Cockburnspath to the summit between Penmanshiel tunnel and Grantshouse and with a train unusually formed of former LMS stock Gresley 'A3' 4-6-2 No 60043 *Brown Jack* lifts a southbound express up towards Penmanshiel tunnel in September 1956. The tunnel has subsequently been bypassed by a deviation after it collapsed on 17 March 1979 tragically killing two workers. The new formation opened on 20 August 1979.**
J G Wallace/Colour-Rail.com/SC485

60009

60043



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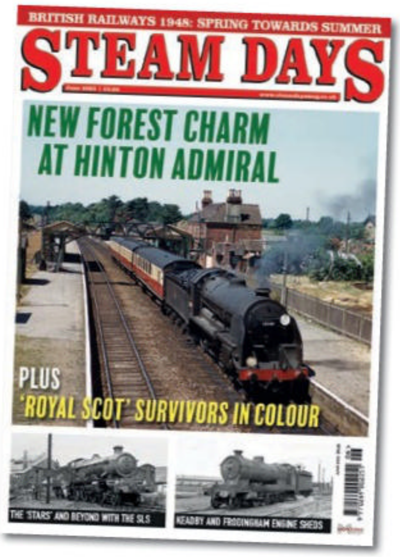
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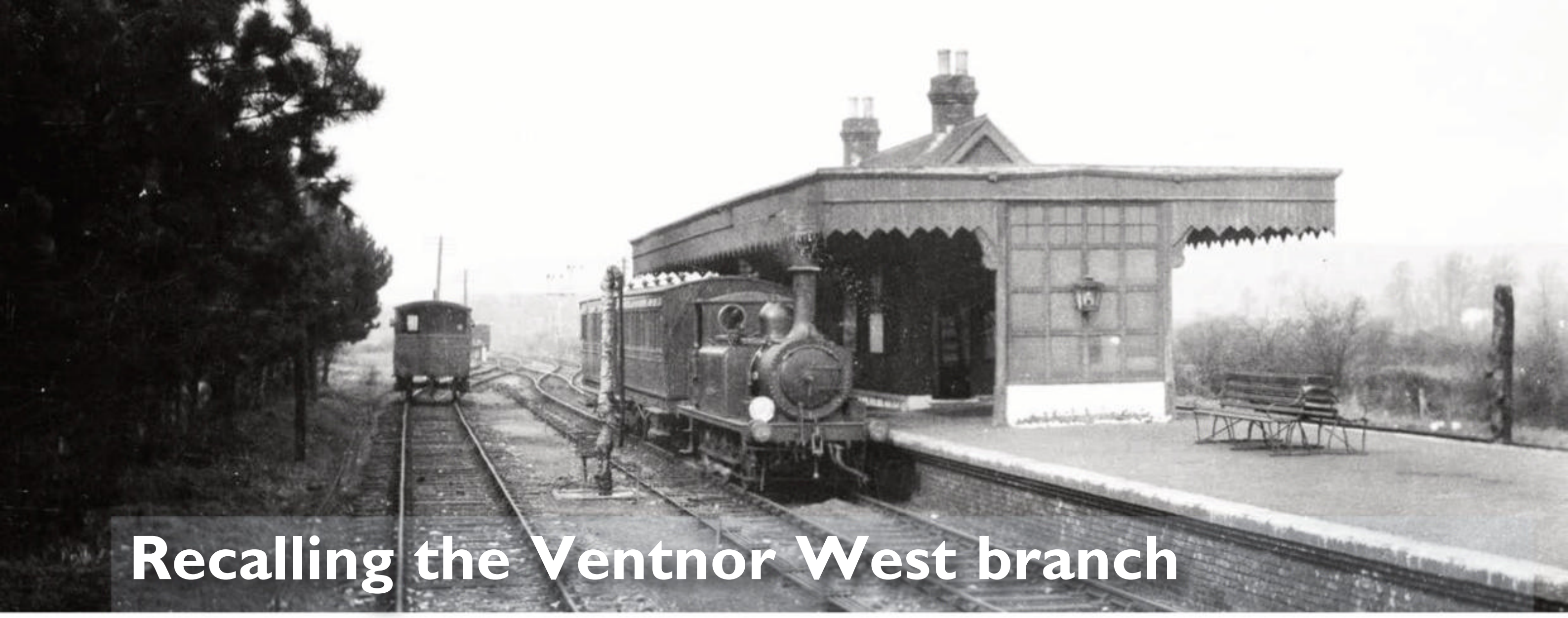
Recalling the Ventnor West branch



Stroudley 'A1X' 0-6-0T No 12 *Ventnor* has arrived at the island platform at Merstone with a two-coach motor-train and waits time before returning with a service to Ventnor West in 1927. A quartet of former LB&SCR 'Terriers' numbered 9-12 were owned by the Isle of Wight Central Railway and another operated by the Freshwater, Yarmouth & Newport Railway as No 2 were absorbed into the Southern Railway at the Grouping. The SR brought over three more from the mainland – No 3 in 1927, No 4 in 1929 and No 9 in 1930, which replaced the engine of the same identity that had been withdrawn in 1926. Nos 2, 3 and 4 were renumbered 8, 13 and 14 in 1932, and 1936 saw Nos 9, 10, 12 and 14 returned to the mainland, followed by No 11 in 1947. The final pair, No 8 and 13 left the island in 1949. George H Hunt/Britton Collection

A much loved Isle of Wight Central Railway line that served for a little more than 52 years, **Andrew Britton** *enriches the history of the route with memories of staff from Southern Railway and British Railways days.*

Completed throughout on Friday, 1 June 1900 and operated by the Isle of Wight Central Railway from the outset, subsequent recollections of both Southern Railway days and the British Railways (Southern Region) era extol the special charm of the branch line that ran south from Merstone to Ventnor West: 'Without doubt the Ventnor West branch was the most beautiful and scenic rural branch line in the country, with a wonderful view across the sea at St Lawrence.' *Driver Ken West, Newport shed, Isle of Wight.*

'The Ventnor West branch had a unique atmosphere and operated like a gigantic family where every railwayman and woman knew each other and the passengers by name or face.' *Guard Percy Primmer.*

'Tourists travelling across the Solent for their summer holidays would head down the eastern route in their masses from Ryde Pier Head to Ventnor Town, but for those crossing via the Red Funnel paddle steamer from Southampton to Cowes and onwards by train to Newport, the journey forward to Ventnor was best via Merstone and the branch.' *Island traffic inspector Ron Russell.*

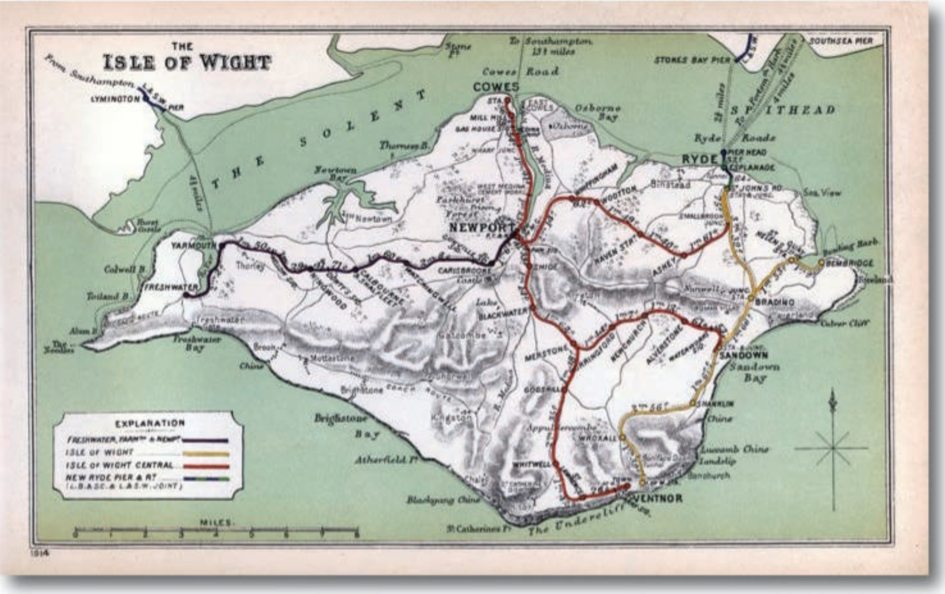
The above sentiments were universally echoed by the island's railway staff.

The final railway to be constructed on the Isle of Wight, the first section of the Newport, Godshill & St Lawrence Railway opened from Merstone through to St Lawrence (6 miles 33 chains) on 20 July 1897, and it was then extended through the Undercliff and along a rock shelf to reach Ventnor in 1900, a 76 chain extension of the branch being built to provide a terminus nearer to the town.

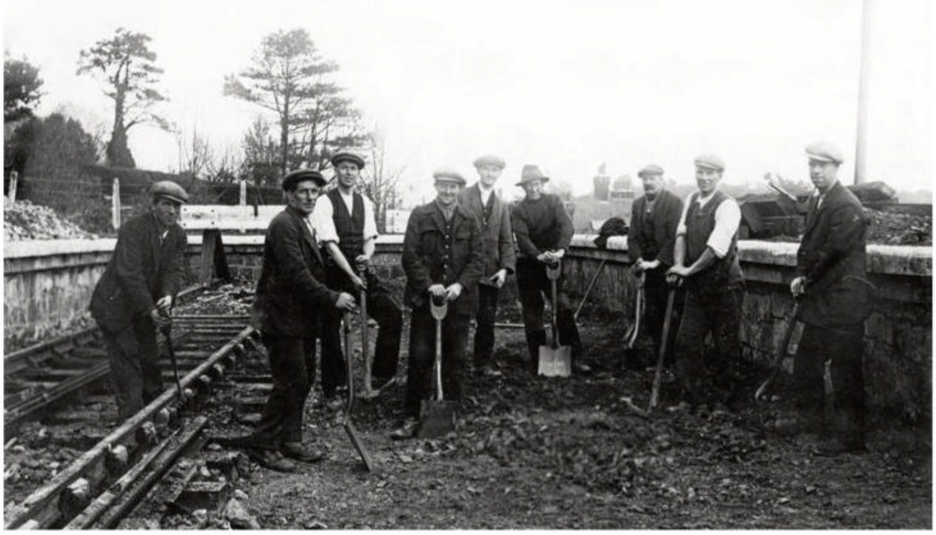
The board of the Isle of Wight Central Railway was confident of the line's success and had offered the NG&StLR shareholders a minimum income of £2,000 when the agreement to work the line was set in place, but the poor receipts that followed revealed this to be unrealistic and led to the operator needing to buy the railway outright – the Isle of Wight Central Railway (Godshill Transfer) Act of 4 July 1913 enabled this; the change of ownership was from 1 October 1913. The branch was well built with three intermediate stations, substantial earthworks and bridges and had cost in excess of £250,000 to build.

The Isle of Wight Central Railway was absorbed into the Southern Railway in 1923 at the Grouping. In 1927 the Southern decided to rationalise and make Godshill and St Lawrence stations unstaffed halts, while Whitwell station would continue to be staffed during the summer months until July 1941 when the goods yard was closed; by this time it had lost its passing loop.

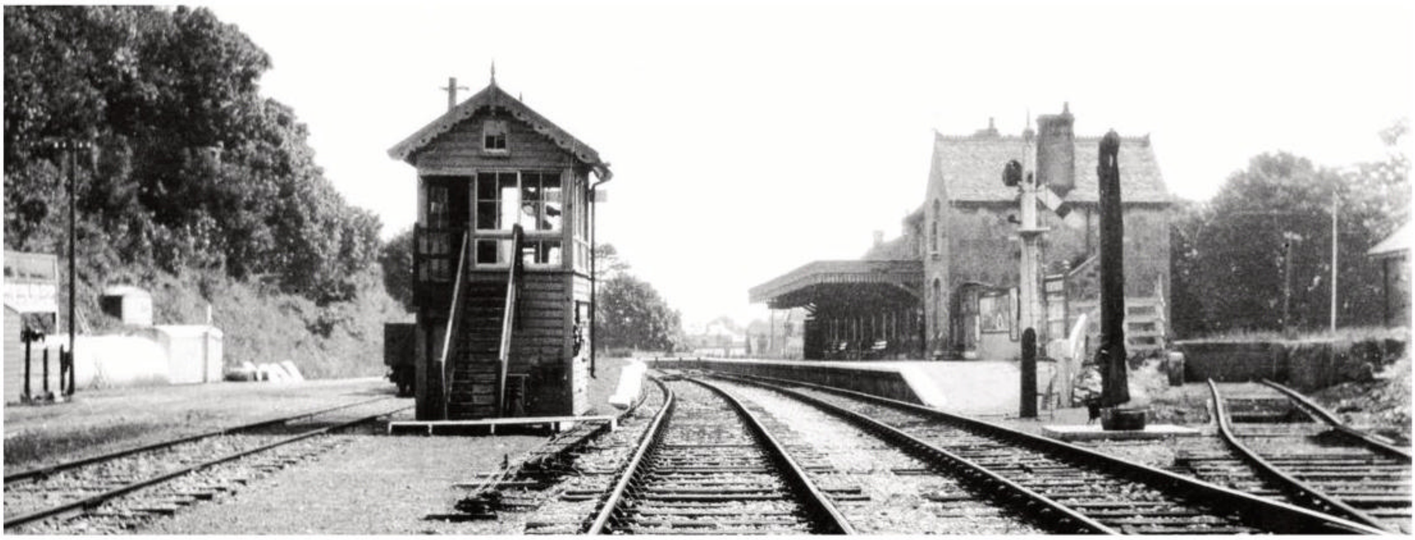
The line was initially laid with flat bottom rail but during the winter of 1930/31 it was re-laid with second-hand bullhead rail. This allowed the weight restriction precluding the use of ex-London & South Western Railway Adams 'O2' class 0-4-4T tanks to be lifted. However, as none of the island's 'O2s' were push-pull fitted, ex-London, Brighton & South Coast Railway 'A1X' 0-6-0T 'Terrier' tanks continued to operate services. It would not be until April 1949 that two push-pull fitted 'O2' tanks – Nos 35 *Freshwater* and 36 *Carisbrooke* – were imported to the island to replace ageing 'Terrier' tanks Nos 8 *Freshwater* and 13 *Carisbrooke*.



The 1914 RCH junction diagram map illustrates the full extent of railway development in the Isle of Wight. The Newport, Godshill & St Lawrence Railway had been absorbed seamlessly into the Isle of Wight Central Railway the previous year.
R N Smith Collection



The permanent way gang stop work to line up for a photograph in the terminus platforms at Ventnor West in the 1920s, presumably in the period when the original lightweight spiked flat-bottom track was being replaced by chaired bullhead rail. Traffic never lived up to expectations and the planned line extension beyond here to a point nearer the town centre did not materialise. Britton Collection



A quiet scene at Ventnor West in-between trains in 1932. By this time the platform roads were furnished with bullhead track but the less important rails, in the goods yard on the left and the locomotive servicing siding on right, are still laid out with lightweight flat-bottom track. George H Hunt/Britton Collection

The terminus of Ventnor West had opened as 'Ventnor Town' but it was renamed by the Southern Railway from 9 July 1923, by which time the former Isle of Wight Railway terminus on the line from Ryde had long since been seen as the principal Ventnor facility – confusingly, the Ryde line Ventnor station then became known as Ventnor Town.

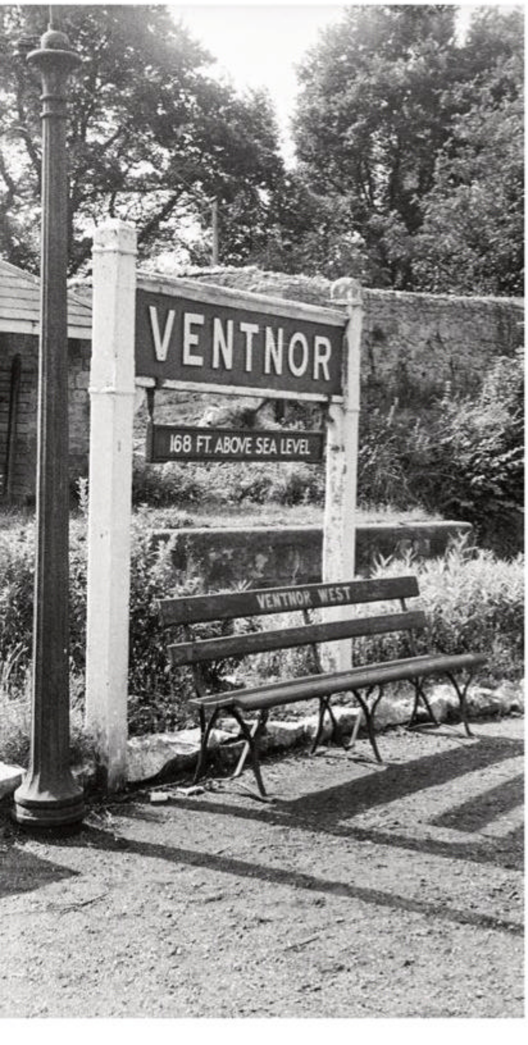
Despite its original 'Town' suffix, the former NG&StLR station in Ventnor was situated some distance west of the town centre, and was also 168ft above sea level, so hardly ideal. Although itself at the end of a 1900 extension, initially there were plans to extend the branch even further east, beyond 'Town' station to a more central location opposite the Royal Hotel, where Park Avenue meets Zig Zag Road, but lack of finances resulted in the proposals never materialising. Consequently, the branch never really lived up to expectations and certainly the SR name of 'Ventnor West' was more appropriate for the terminus. It was clear that few, not least the hierarchy of the IoWCR, would have predicted that this most scenic of all the island railways would last little more than half a century, closing from Monday,15 September 1952.

Sitting in the midst a group of former Newport engine shed footplate crews, I travelled back in time as drivers Toby Watson, Ken West, Tony Tiltman, Maurice Prouten, Jim Hunnybun, 'Ginger' Minter, Cyril Eason, Harold Lacey and Ted Joyce reminisced about the 'good old days' working on the Ventnor West branch. They began by describing a typical working turn down the branch.

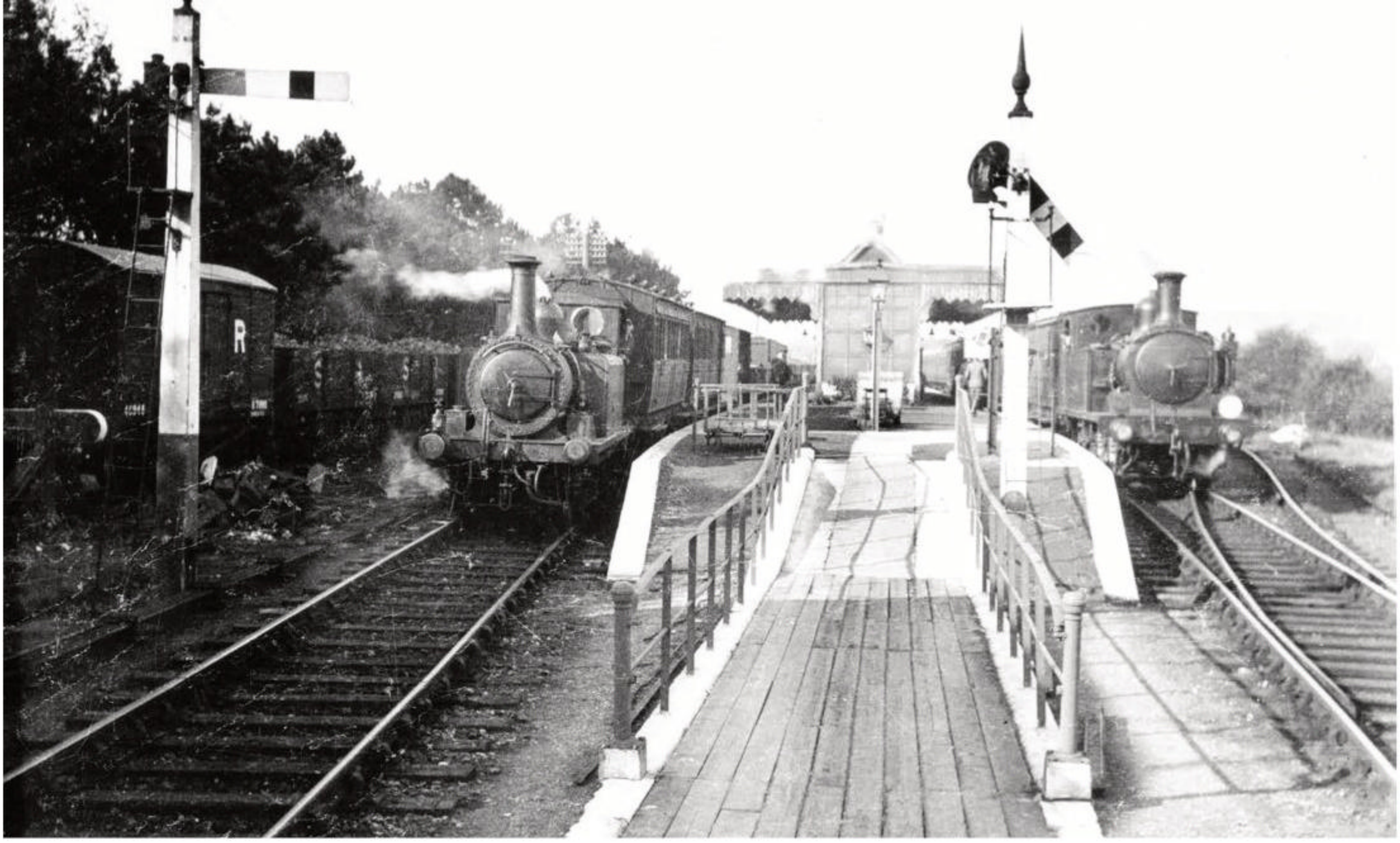
Merstone to Ventnor West

Our journey down the Ventnor West branch started from the island platform at Merstone, which was on the Newport-Sandown line. The station was originally provided with an underground subway tunnel, from Merstone Lane direct to the platform. Unfortunately, it was not long before this structure was discovered to be prone to flooding and was abandoned in favour of a sloping path from the road. This flooded subway however, was put to good use as water was pumped from the tunnel to a nearby water storage tank where it was used to replenish the tanks of thirsty steam locomotives!

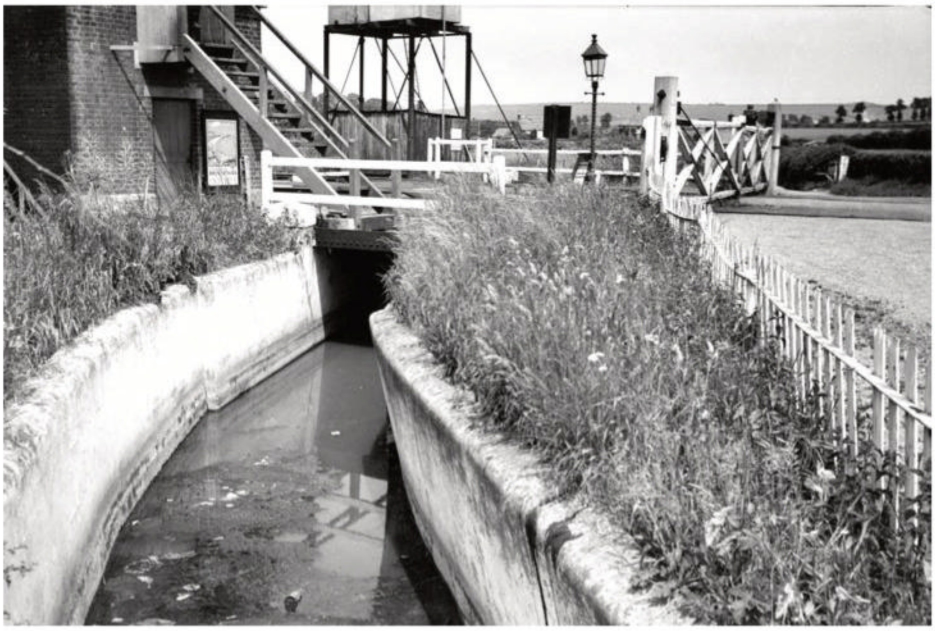
After getting the right away, we would leisurely start away from Merstone, heading our two-coach push-pull set over the crossing and swing around a sharp right-hand curve before gently climbing up a short length of 1 in 110 gradient, followed by a rise of 1 in 135 across arable land to Godshill. Here the 300ft straight station platform and station building



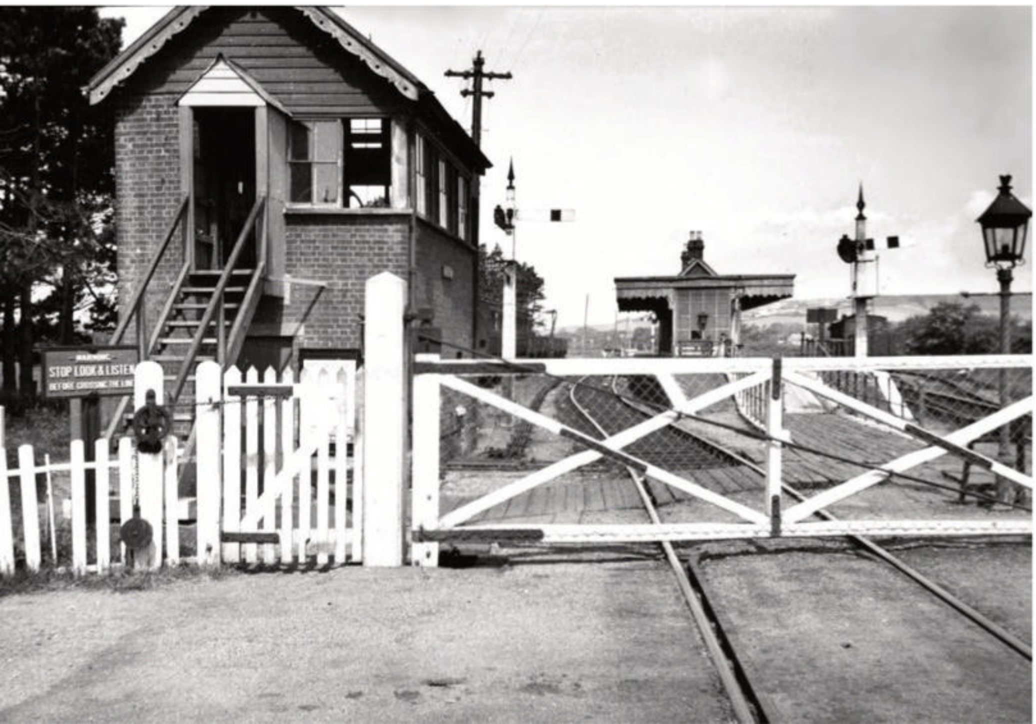
The Southern presumably did not think it expedient to cast two bespoke concrete signs for Ventnor Town and Ventnor West stations and so both made do with the same casting, with the suffix applied elsewhere, in this case on the adjacent platform bench. Both stations were at quite a height above the town and a supplementary hanging sign records the elevation above sea level here at West as 168ft. John A Britton/Britton Collection



On the right, Adams 'O2' class 0-4-4T No 27 *Merstone* calls at its namesake with a service to Sandown and connects with former FY&NR Stroudley 'A1' 0-6-0T No 8 *Freshwater* waiting with a mixed train to Ventnor West. Goods trains on the Ventnor West branch operated as required but between 1935 and 1937 the traffic was added to a passenger service which ran as a mixed train *in lieu* of the usual push-pull operation, which dates this view. Mixed traffic operation brought the need for the employment of a guard which had otherwise not been required on the motor-worked trains since 5 March 1934. In the foreground, a boarded walkway to the island platform covers the abandoned exit of the pedestrian subway. George H Hunt/Britton Collection



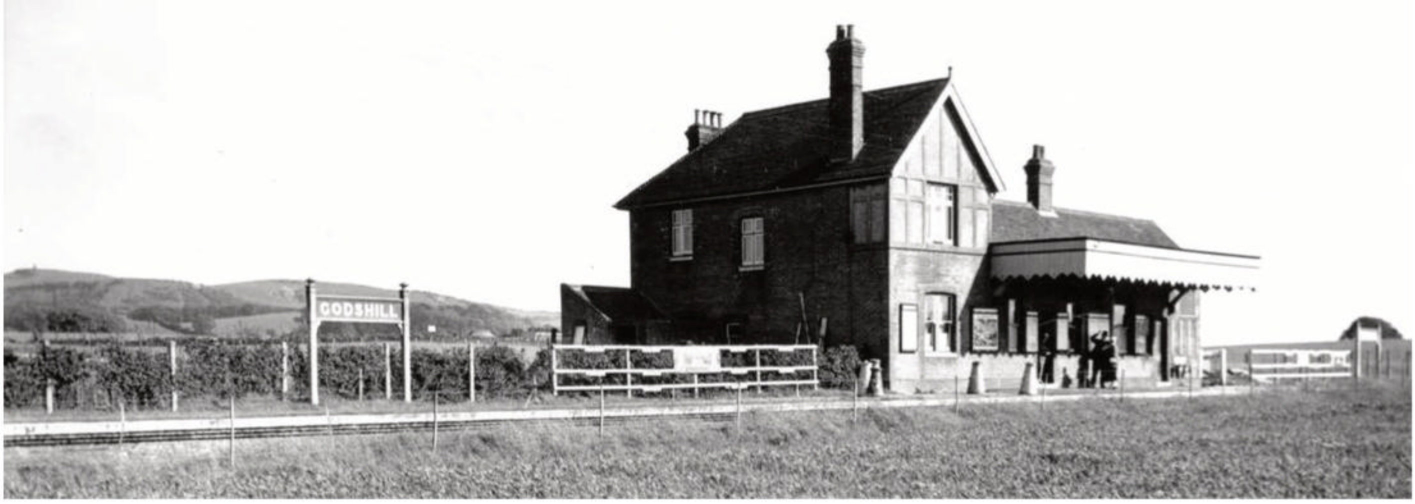
The flooded subway disappears under the running lines between the signal box and level crossing at Merstone. After a foot crossing replaced its function, water was either allowed to collect or was discharged into the subway and was pumped as required into the elevated water tank on the other side of the line, and hence to lineside water cranes. J R G Griffiths/Britton Collection

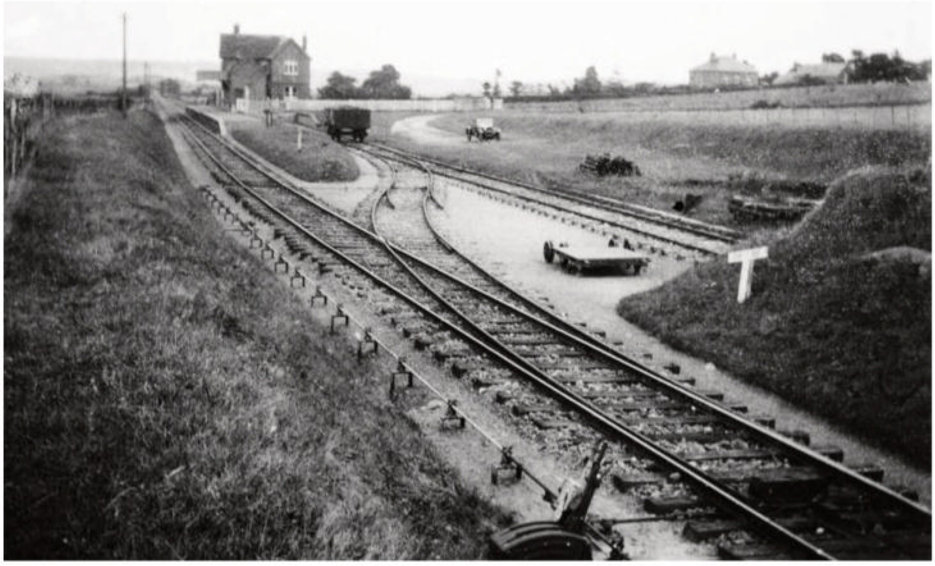


fronted by a canopy was situated in the lonely fields some way from the village. Whilst pausing at Godshill it was possible to gaze across from the footplate to the nearby All Saints parish church and listen to the church bells pealing when there was a wedding.

If lucky, an odd passenger would join or dismount from the train at Godshill, but as often as not there were no passengers. Setting away, the climb would continue past Whitwell at 1 in 75/103/72 before levelling off – the only level section on the branch – from Dean Crossing to the northern portal of Hat Hill tunnel.

By Isle of Wight standards the rural junction station at Merstone was well appointed and a 28-lever signal box oversaw movements, which were rather simplified after the introduction of motor-train working on the Ventnor West branch alleviated the need to run-round.
J R G Griffiths/Britton Collection

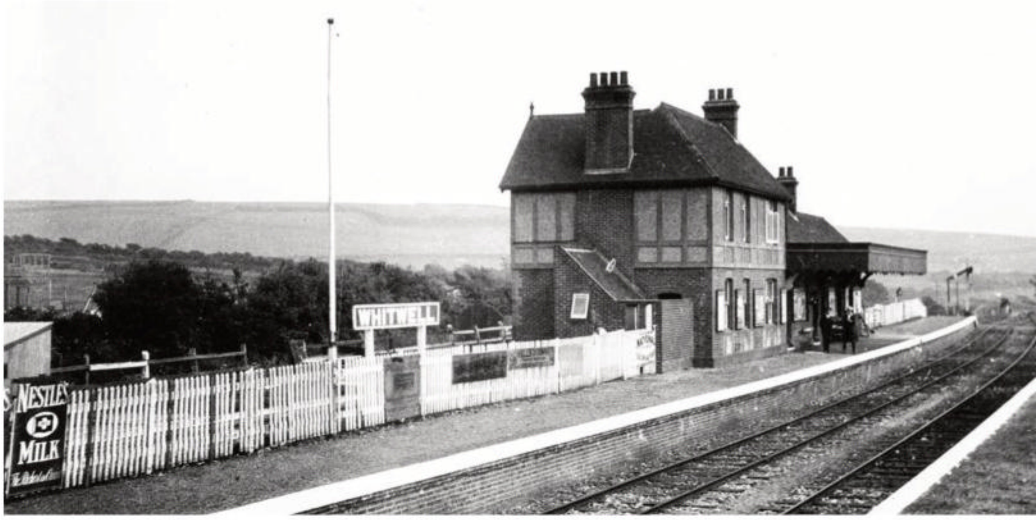




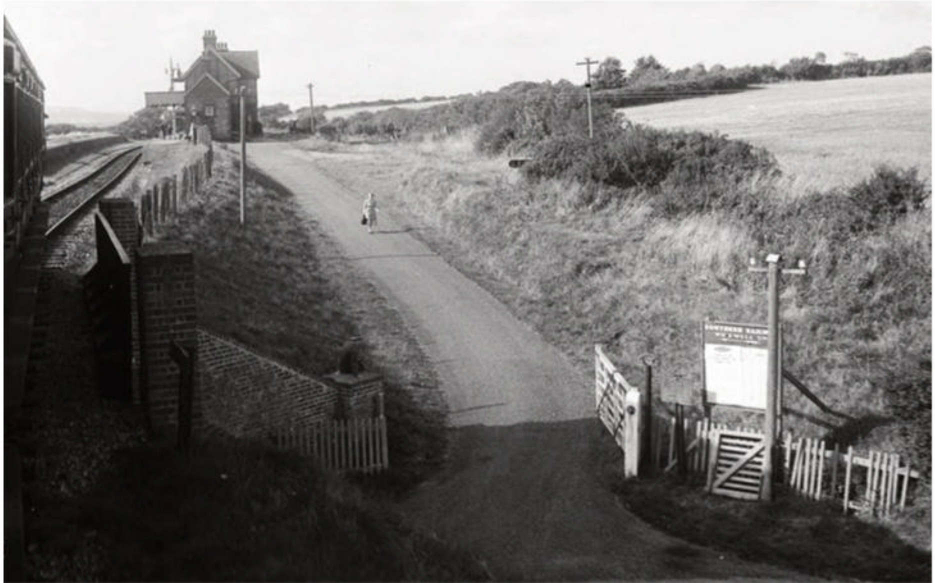
The branch ran through a shallow cutting at Godshill station, which as a result appears lost in the midst of wide open fields just a short distance from the village. It was downgraded to an unstaffed halt as part of a number of cost-saving measures in 1927 but the building remained in use as staff accommodation. J R G Griffiths/Britton Collection

A small goods yard to the south of the station platform at Godshill was accessed via a groundframe and could be quite busy in the sugar beet season. This view predates the relaying of the branch in bullhead rail in 1930-32. A B Macleod/Rex Kennedy Collection

The only passing loop on the branch was at Whitwell and was rarely used, but it is still *in situ* in this view taken looking east from the signal box in 1927, the year the facility was taken out of use. At the same time staffing was reduced to the summer months only which endured until the two goods sidings, out of view behind the fencing on the left, closed from 1 July 1941, when it became an unstaffed halt. George H Hunt/Britton Collection

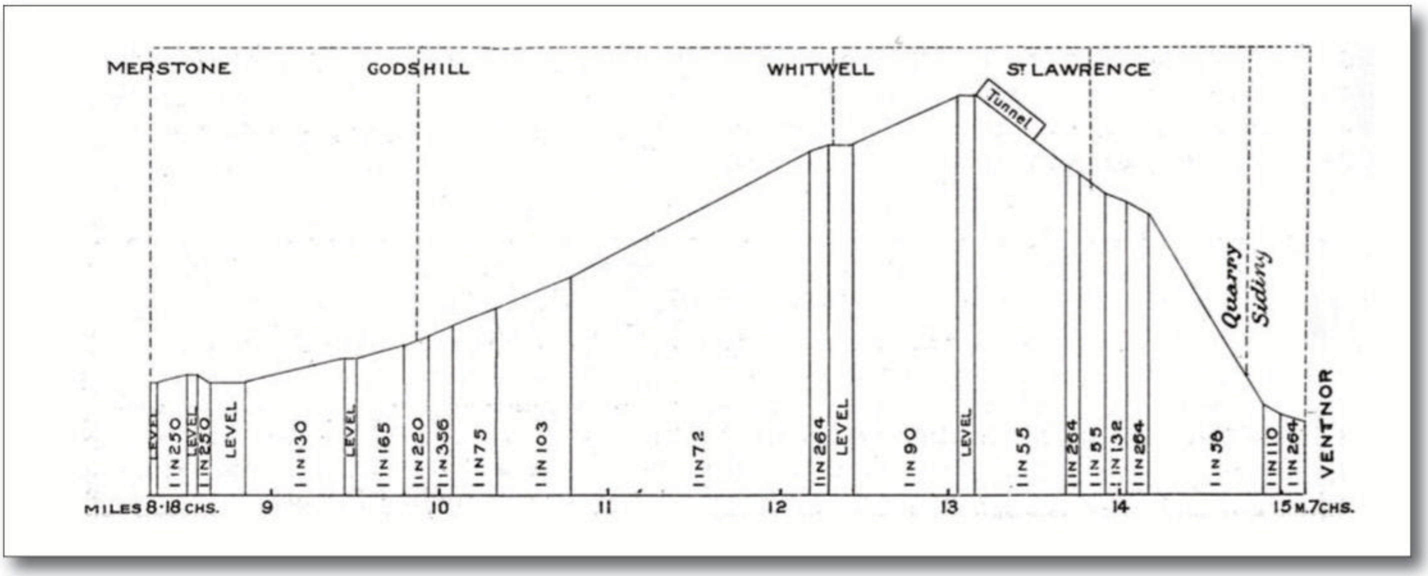


An evening service from Merstone to Ventnor West departs from Whitwell Halt and crosses over Nettlecombe Lane. In the distance, scaffolding has been erected on the platform and it appears that the well-appointed station building is the subject of some maintenance, just a year before complete closure of the branch. Britton Collection



Whitwell station was originally the only station on the branch to have a passing loop and two platforms. The main station buildings were on the up 258ft platform, with a small waiting shelter on the down platform. There was also a small goods yard and loading dock on the down side.

From here the steep gradients resumed, but falling all the way to Ventnor West. The 619 yard-long tunnel at St Lawrence was inclined at 1 in 55 and trains could drift down heading towards Ventnor, but required a bit of hard work and effort by the engine and crews on return journeys. Emerging from the tunnel on the high shelf was always an exciting experience as footplate crews and passengers


MERSTONE
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ST LAWRENCE
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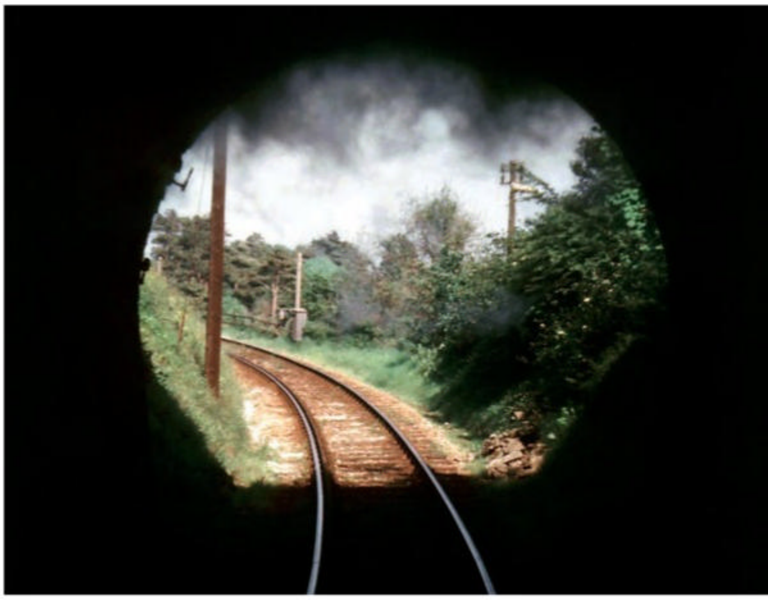
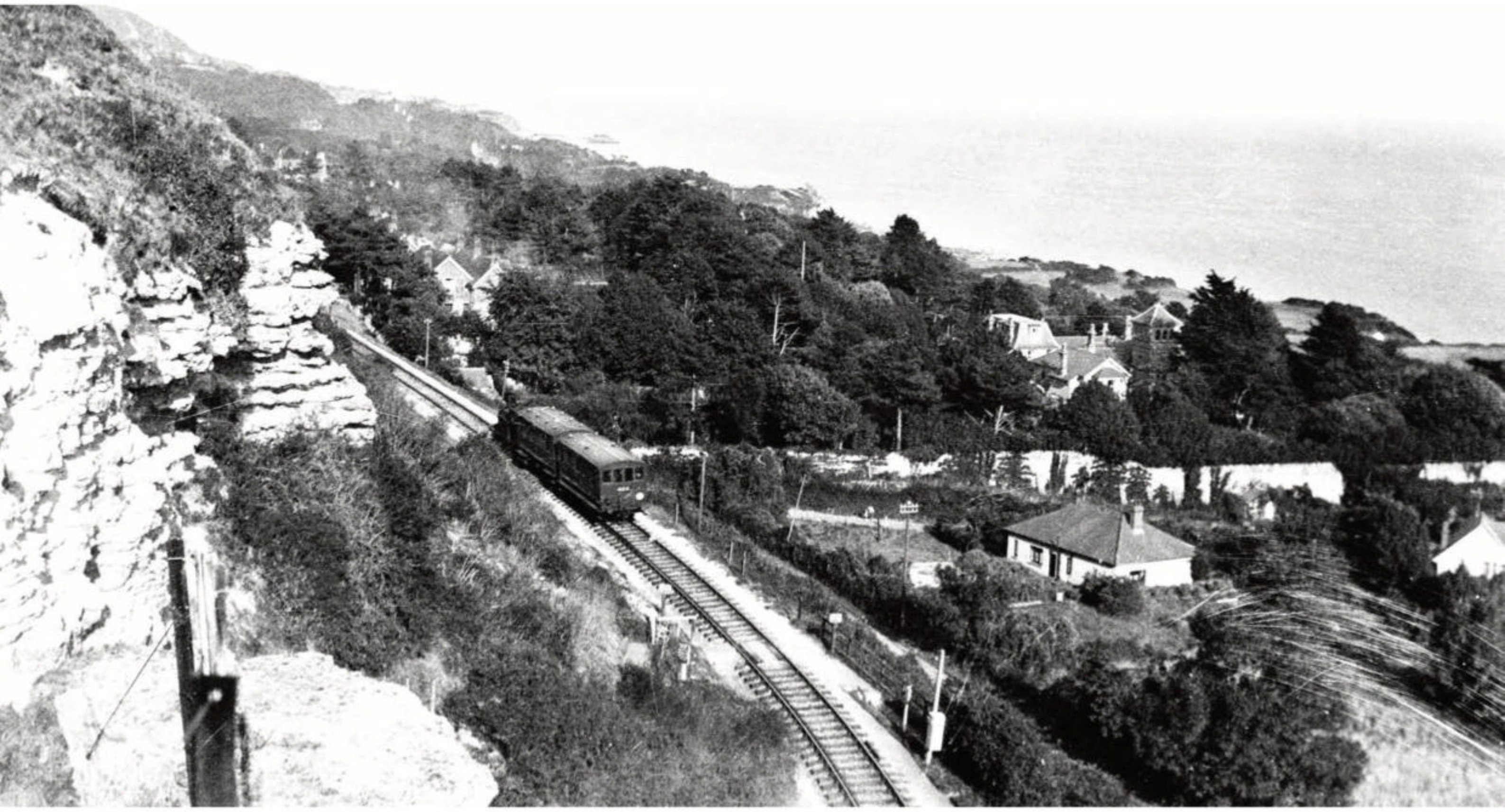
1 IN 165
1 IN 220
1 IN 356
1 IN 75
1 IN 103
1 IN 72
1 IN 264
LEVEL
1 IN 90
LEVEL
1 IN 55
1 IN 264
1 IN 55
1 IN 132
1 IN 264
1 IN 58
1 IN 110
1 IN 264
MILES 8·18 CHS.
9
10
11
12
13
14
15 M.7CHS.

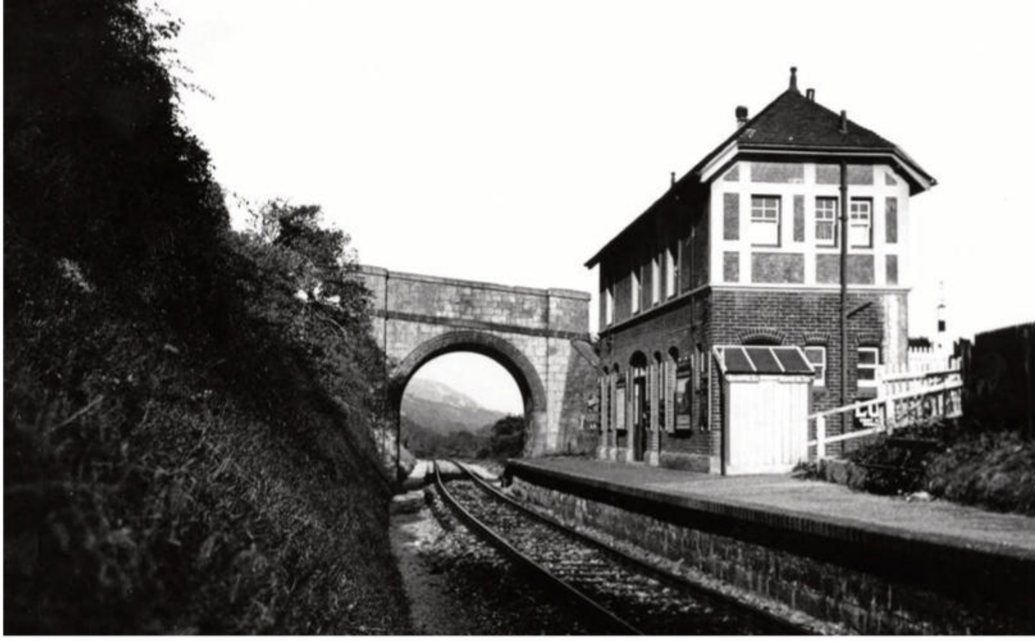
The line rose with a few stiff grades all the way to a ridge of hills along the coast, where a tunnel brought the rails on to a ledge above the sea and a steady decent into the terminus at Ventnor. Britton Collection



Push-pull operation began on the branch in 1924 with the locomotive generally marshalled on the Ventnor end of the train or on occasion sandwiched between the two motor sets available for use on the branch. Understandably, with the engine on the rear this was advantageous for passengers and crew alike on the rising 1 in 55 grade through St Lawrence tunnel, although this view of the south end was taken from the rear of the RCTS special hauled by Adams 'O2' 0-4-4T No 32 *Bonchurch* as it returned from Ventnor West on 18 May 1952.
Pursey C Short/Britton Collection

Some idea of the sea vista the railway offered can be gauged from this view of Stroudley 'A1X' 0-6-0T No 11 as it propels motor set No 484 along the undercliff at St Lawrence, towards the tunnel. The photograph is taken from a footpath that drops down steeply to cross the line on the foot crossing in the foreground. This stretch of coast is inherently unstable and the railway, roads and properties frequently encountered rock falls and landslips, a problem that still persists today.
George H Hunt/Britton Collection





St Lawrence station was on a rather unfavourable 1 in 55 grade squeezed between the cliff face and a road and was the end of the line for a short period between 1897 and 1900 until the line was completed on to Ventnor. Downgraded to an unstaffed halt in 1927, the unusual two-storey building consisted of the booking office, staff and waiting rooms, with the station master's accommodation on the top floor. Both floors were accessed from the roadside via a single doorway located mid-way between the levels.
George H Hunt/Britton Collection

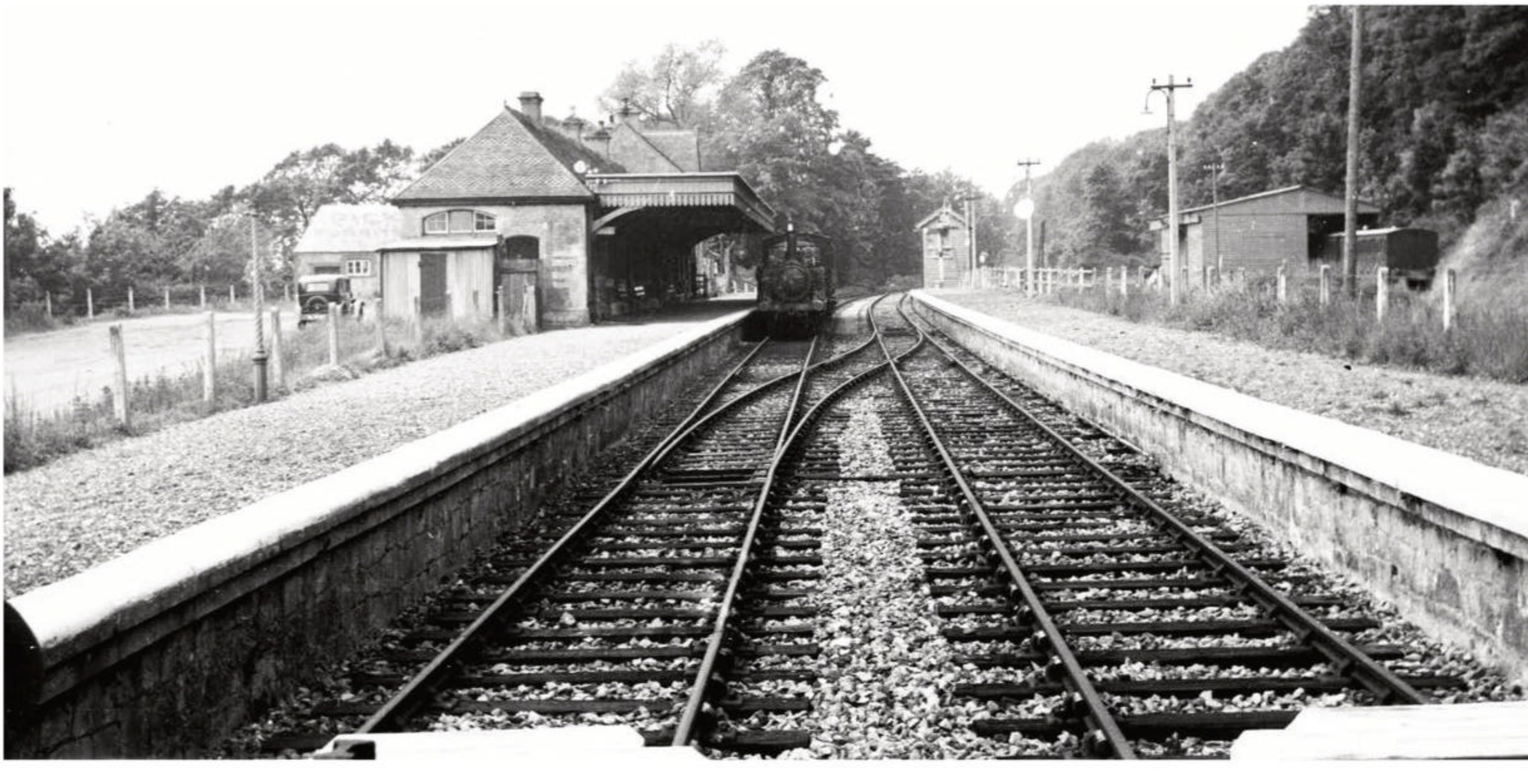
Evidence of recent track replacement is clear in this early 1930s view of the unstable terrain and line to the east of St Lawrence station. Before its removal when the line was extended on to Ventnor a five-lever groundframe was located on the platform and controlled signals and a run-round loop here. The goods siding was removed on 30 September 1930.
A B Macleod/Rex Kennedy Collection

could gaze out to sea, possibly catching a distant view of an approaching Cunard or French Line ocean liner having crossed the Atlantic. High above, seagulls would swirl around and in the spring there were nesting birds chattering on the cliff ledges.

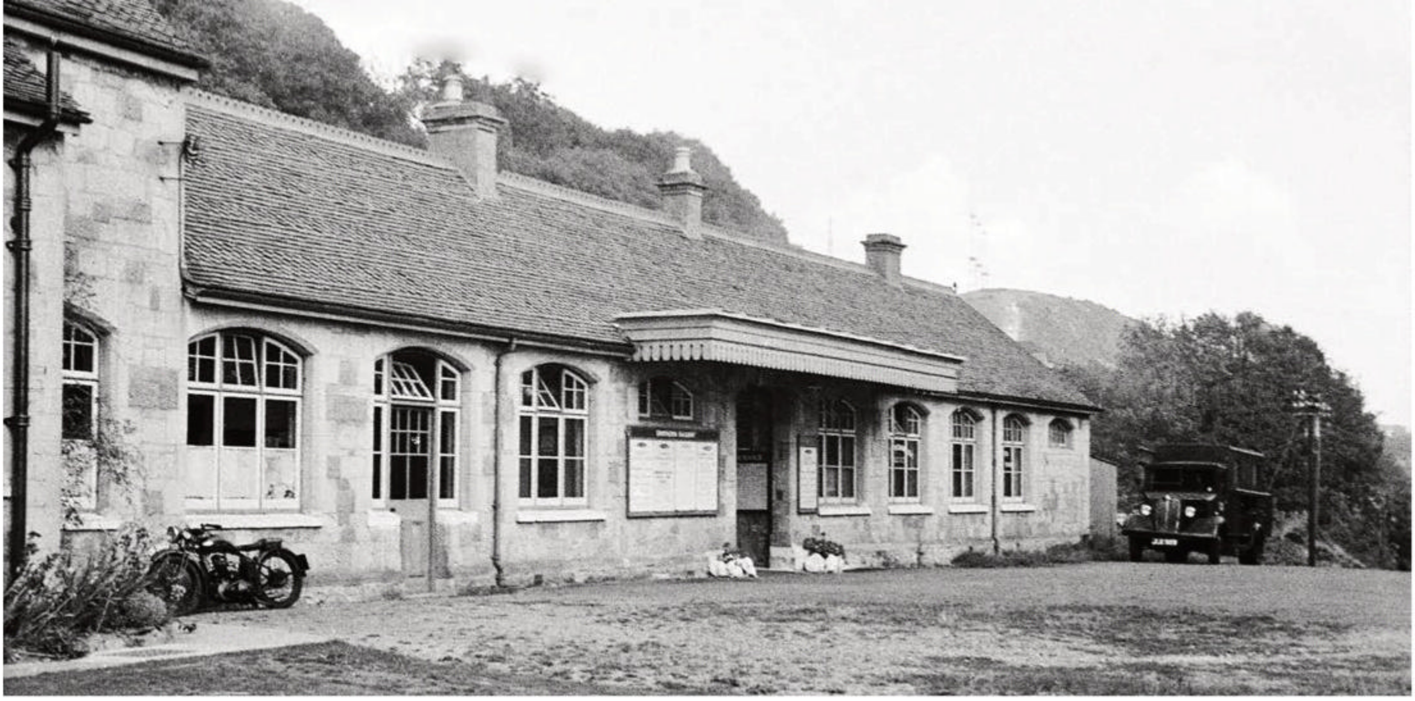
St Lawrence station's 220ft single platform was situated on the down side just at the south end of the tunnel at the foot of the downs. It was a narrow and claustrophobic site with a combined two-storey stationmaster's house, booking office and waiting rooms.

After leaving St Lawrence there was a gentle 1¼ mile descent at 1 in 58 for the remainder of the journey to Ventnor West. Here, two 337ft long platforms were provided, although the second one had no buildings and was rarely used, with most trains terminating on the down (or south) side. The single-storey station building was constructed of local Ventnor grey stone and equipped with a refreshment room, booking office and waiting rooms, with a wooden canopy over the platform. The two-storey station master's accommodation was at the west end of the building. There were several sidings, a coal yard with a small goods shed.

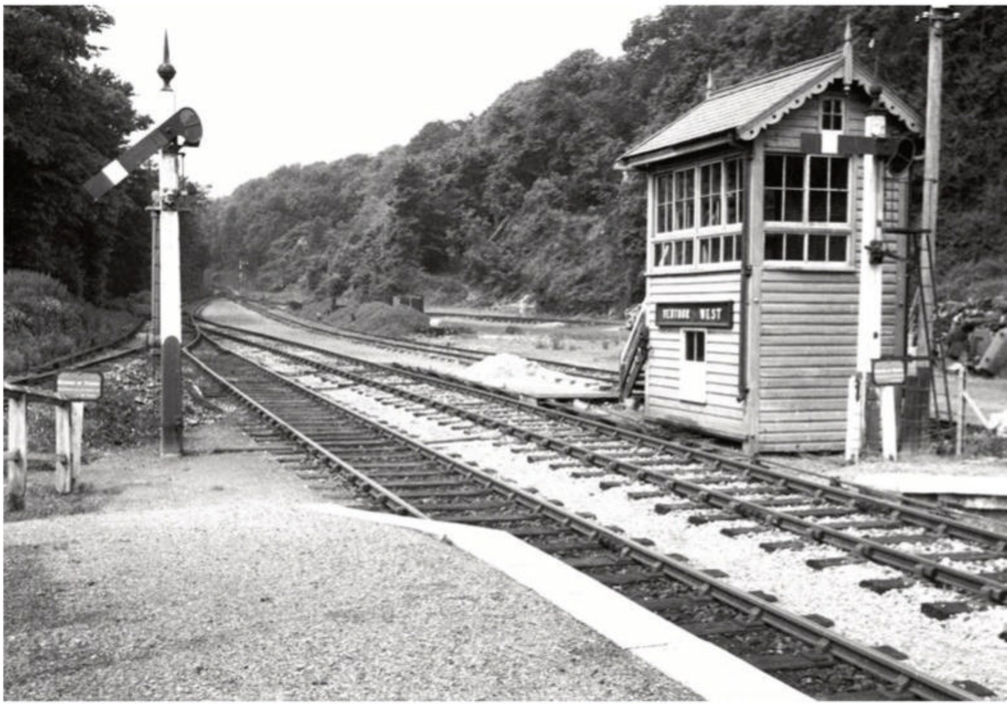
Signalman George Hunt recalled that the 10ft square timber signal box at Ventnor West was located at the west end of the up side platform; it was equipped with 13 levers, with 2 spares. From 1924 the Southern Railway made some modifications to the locking so that this box could be 'switched out' to facilitate the smooth running of push-pull services.



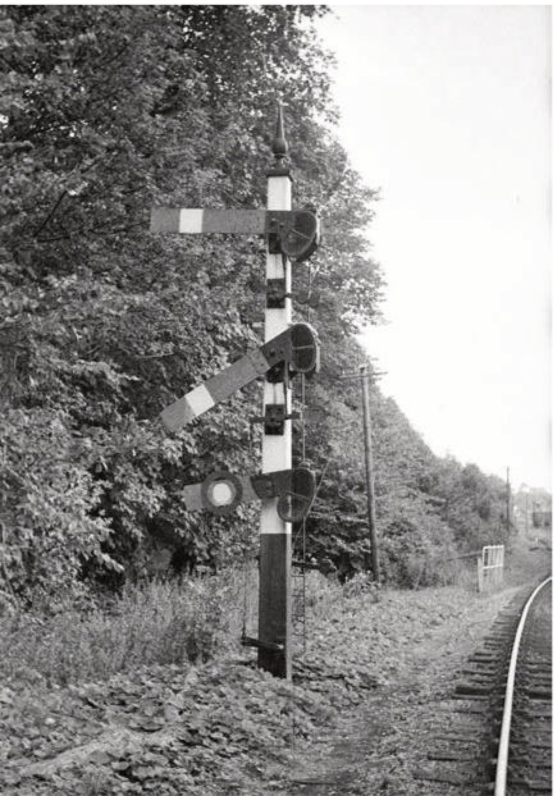
Stroudley 'A1X' 0-6-0T No 13 *Carisbrooke* on the rear of a motor set waits for custom in the main platform at Ventnor West. The substantial stone-built station building contrasts with the wooden goods shed on the right and the diminutive 13-lever signal box in the distance. The platform area at the Merstone end, and beneath the canopy, was asphalted but the rest of the platform area was gravel surfaced. Britton Collection



Ventnor West station was constructed in what had been part of the grounds of Steephill Castle and although the main building and approach road was still in good order in 1951 the concourse looked more like the rocky road to ruin. John A Britton/Britton Collection



The falling grade into the station is apparent in this view of Ventnor West in the 1930s. Both platforms were signalled for passenger trains but only this one was generally required, the other only being called into use on high days and for events like carnival day when through trains were run. No engine shed was provided but a short locomotive servicing road was installed with a pit, on the left behind the pile of ash awaiting disposal.
J R G Griffiths/Britton Collection



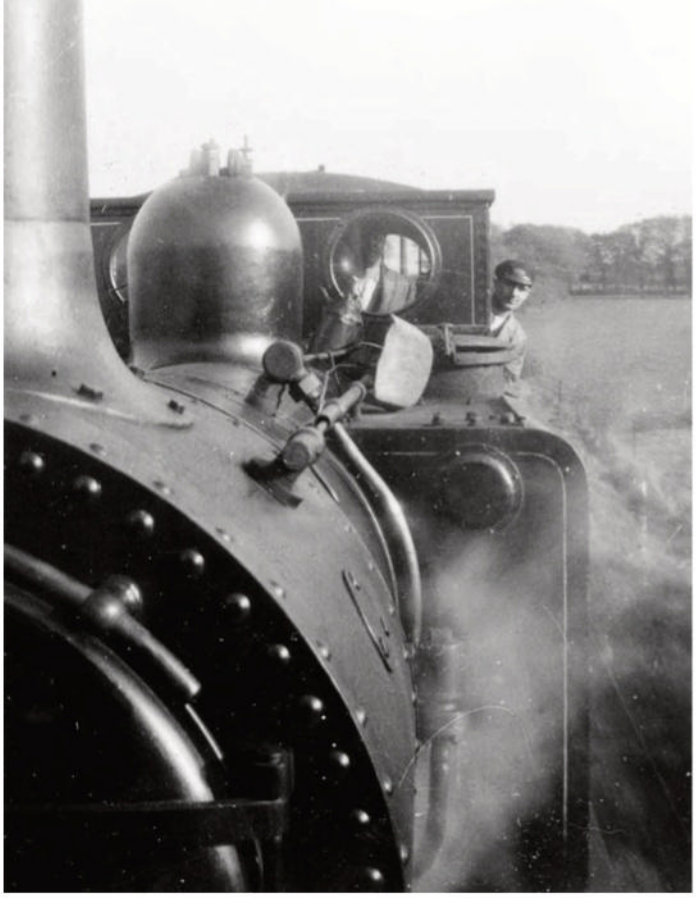
A three-arm single post signal controlled access to the platforms and goods yard at Ventnor West station. The SR modified the signal locking arrangements with a king lever to enable the signal box to be switched out and allow the branch motor-train to come and go at will when there was no need to run-round or access the yard. In that instance the middle arm here and platform signal would both be pulled off. John A Britton/Britton Collection

Working the line

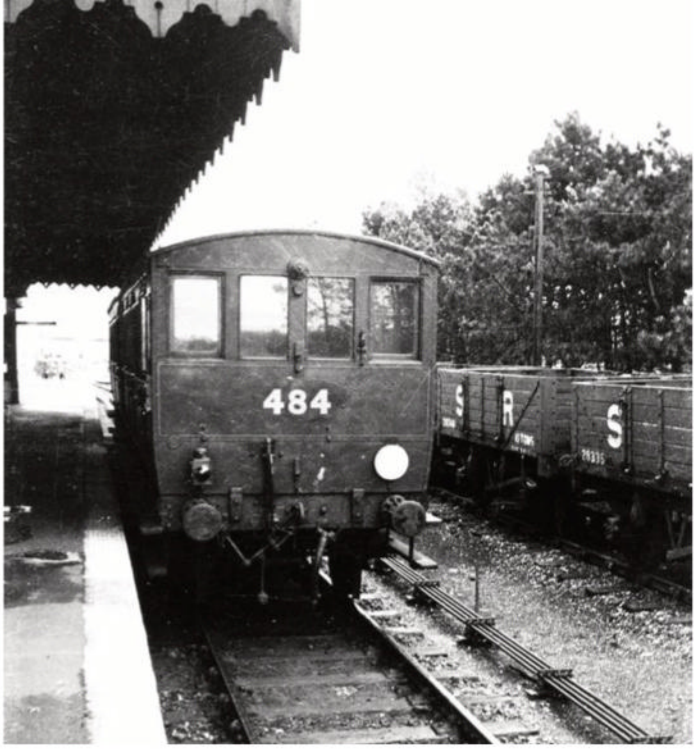
Former Newport and Ryde St John's Road sheds' driver Maurice Prouten recalled that whilst working on the Ventnor West branch he looked out from the footplate after emerging from St Lawrence tunnel to gaze out to sea. An astonishing sight revealed itself, with an armada of grey-liveried Royal Naval warships exercising. This was a unique sight not to be missed, so he stopped his engine to give the passengers on the train a treat, to which they were delighted.

On another occasion on the branch, driver Prouten spotted an animal tangled up in the wire fence and hanging by its legs. He immediately applied the brakes and drew the train to a halt. Both driver Prouten and his fireman Bob Church quickly sprinted over to the lineside fence to successfully release the helpless animal. The inquisitive audience of passengers gazing out from the train, broke out into spontaneous applause as the footplate crew returned to their engine.

Driver Jim Hunnybun recollected that working life on the Ventnor West branch was not always a bed of roses. One day he was asked by the Newport shed foreman to stand in for driver Fred Radford on the Ventnor West branch as Fred had been taken unwell. The only available fireman to assist on 'Terrier' tank No 13 *Carisbrooke* was a young cleaner who had just come off night duty. Whilst working with the young fireman on the locomotive everything appeared to be fine on the outward trip from Merstone with the two coach push-pull set, but the return working from Ventnor West was a completely different matter. Driver Hunnybun had transferred to the driving compartment of the push-pull carriage set and left the young fireman on the footplate of the 'Terrier' tank: 'We were climbing the 1 in 60 gradient at St Lawrence when suddenly there was a tremendous noise. The young fireman back on the footplate had tried to help by pulling the reversing lever in an attempt to give the



Motor-train operation was an acquired skill and required an experienced crew when operating with the engine propelling. In this view fireman Arthur Wiltshire is outside of the cab and in charge of the footplate of Stroudley 'A1X' 0-6-0T No 11 *Newport* as his driver works the train to Merstone between Whitwell and Godshill from the forward carriage. Britton Collection

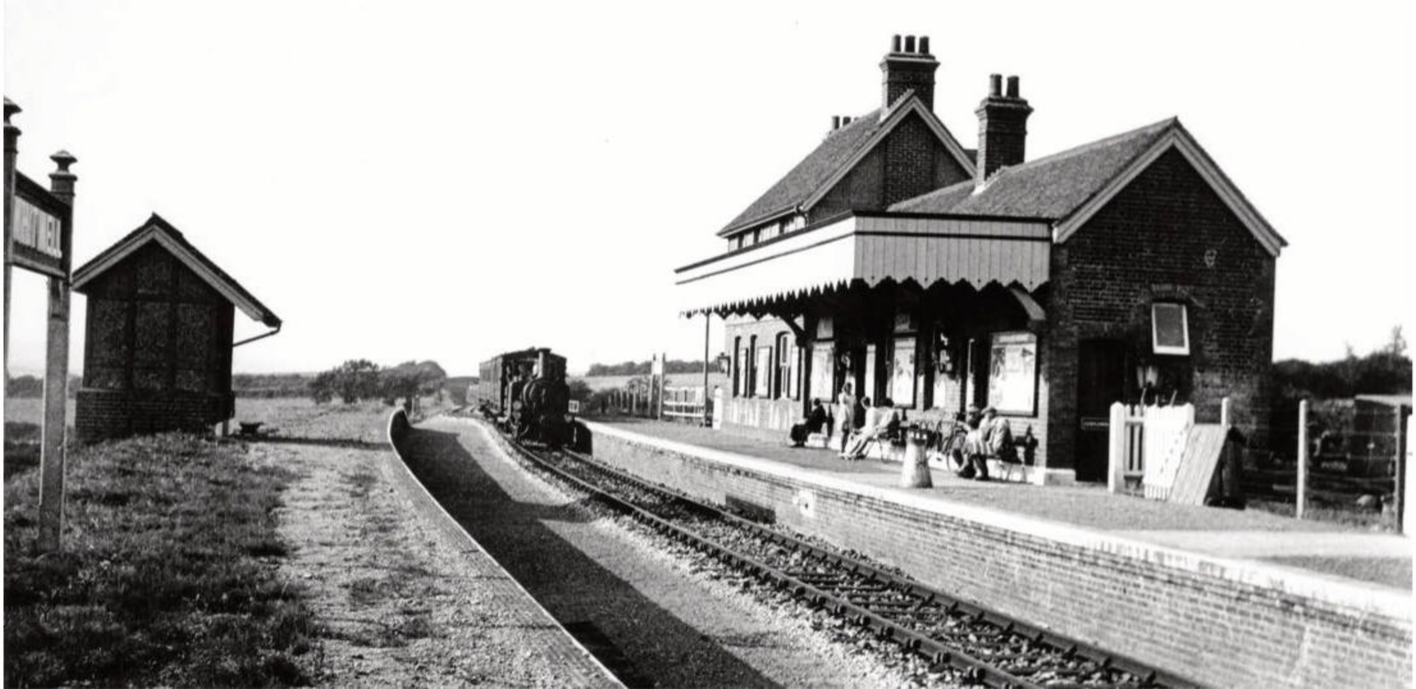


Ventnor branch motor-train set No 484 in the platform at Merstone. These former London, Chatham & Dover Railway six-wheel carriages have quite a history and started life as saloon brake third No 4112 and saloon composite No 6369 used on the Sheppey Light Railway. In 1924 Lancing Works removed the middle wheels and converted the pair of four-wheelers into a two-car motor set for service on the Isle of Wight, where they found regular use on this line, with occasional use also on the Freshwater and Bembridge lines. The set was taken out of service in 1938 and the bodies sold off for use as bungalows. They were subsequently recovered by the Isle of Wight Steam Railway and have been fully restored and can now be seen partnered with one of the pair of Isle of Wight 'Terriers', Nos 8 and 11. J R G Griffiths/Britton Collection

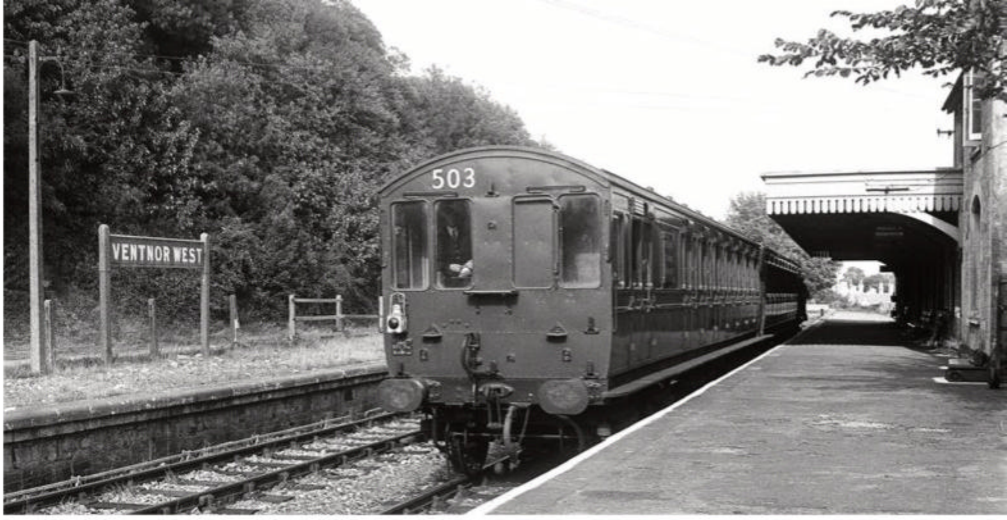
locomotive more power. In so doing the whole of the fire was lost and I was forced to keep some speed a go straight through the next intermediate station at Godshill in an attempt to reach Merstone. On arrival at Merstone, I rushed back to inspect the dying embers of the fire. Realising that the situation was serious, the Merstone signalman, Len Sheath, set about tearing down a wooden fence as basic kindling to build up a fire. He reappeared a few minutes later with some old rag and paraffin before adding a few lumps of choice coal. The blower was applied hard on. Between us the fire was re-established just in time to raise steam for the next Ventnor West service. Lessons were learned and that poor young lad was closely kept an eye on for the rest of our turn.'

Driver Cyril Eason reminisced that the Ventnor West branch was a sleepy rural branch line for most of the year, but during the summer months it could be quite well patronised on occasions: 'One such time was Ventnor carnival night when a few extra trains would be provided. They were packed, with standing room only.' He also recalled that, 'It was very much a line where local game could be acquired, as pheasants were a regular welcome addition to the meal table and such culinary delights were shared out equally with footplate crews, guards and signalmen. The first train down the branch was a popular working during the autumnal months as trains

The shadows are lengthening as passengers await the arrival of Stroudley 'A1' 0-6-0T No 10 *Cowes* at Whitwell with an evening train to Ventnor West in 1933. Patronage would greatly increase in the summer months when the usually sleepy rural branch would take on another persona. George H Hunt/Britton Collection



Trials were undertaken with a steam railcar and a former Midland 12-wheel clerestory roof railmotor but the introduction of push-pull operation by the SR proved to be a great success and, together with other economies, no doubt helped stem losses and ensure the survival of the Ventnor West branch at that time. The collection of push-pull equipped carriages on the island was improved when motor set No 503, formed from LB&SCR bogie carriages, replaced four-wheel carriage set Nos 483 and 484 in 1938, by which time there was only a trio of 'Terrier' 0-6-0Ts still on the island. The set is seen here waiting departure from Ventnor West in 1951 and partnered with former L&SWR 0-4-4T No 35 *Freshwater*, which together with No 36 *Carisbrooke* had replaced the last 'Terriers' in 1949. Britton Collection



would often be unofficially halted while the fireman collected the morning lineside crop of fresh field mushrooms.'

Cyril remembered that the ex-London, Brighton & South Coast Railway 0-6-0T 'E1' tanks would occasionally venture on to the branch at nights with permanent way trains, and at the end of the summer timetable each autumn to transfer spare carriages from Newport for winter storage at Ventnor West. He also recalled that one of the four 'E1s' allocated to Newport shed would operate the coal siding workings.

Guard Percy Primmer proudly looked back on his island railway career by revealing that it all commenced after passing out as a guard on the Ventnor West branch.

'In those days before the Second World War, young enthusiastic island railway guards like myself were passed out and sent over to the Ventnor West branch to get some practical experience under their belt. We had to issue tickets on the push-pull train just like on the Ryde Pier trams. The branch was an ideal place to learn the job of a guard and put into practice what had been learned in the classroom with rules and regulations, before being let out on the busier Cowes and Shanklin/Ventnor main lines. Working between Merstone and Ventnor West there was little stress – a perfect job.

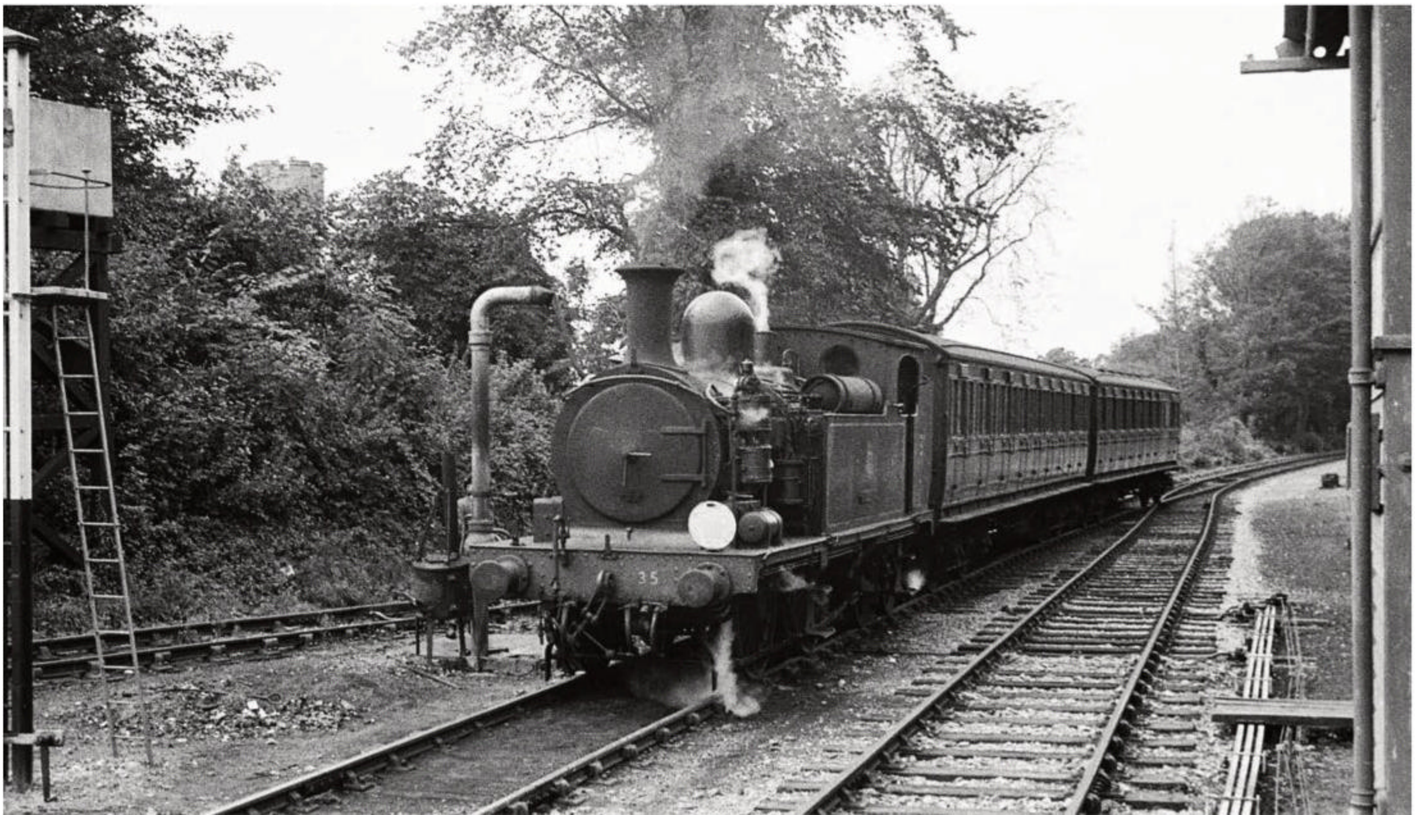
It would be 1938 that we took delivery of the former LB&SCR push-pull bogie sets. They were far more luxurious and smoother riding. The only thing to upset the apple cart or my guard's van was the occasional awkward prize ram which had to be conveyed to market. On one occasion I recall that the driver and fireman from the engine had to assist me in loading a ram at Godshill and transfer it to a Sandown-Newport train on arrival at Merstone.'

The Ventnor West branch held some very special memories for female guard May and the Newport-based driver who proved to be her future husband, Ted Joyce: 'I started work on the island railways in February 1945. There were eight women scattered around the island railways, four based at Newport and four at Ryde St John's Road. I was based at Newport and was the last woman to be made redundant when the men returned after the war from the forces to take over their jobs again. I met my future husband when he was a driver at the front on the engine and I was a guard at the back. Ted was driving at the front on the outward journey to Ventnor West, but on the return trips to Merstone, Ted would join me at the end of the train in the driving compartment, while the fireman remained on the locomotive at the other end of the train. Of course we used to start talking, and by a strange coincidence every time a driver was on holiday, Ted would volunteer to cover the relief turn on the Ventnor West branch, so we saw quite a lot of each other and it soon came out that I was not married.

Towards the end of June 1945, I told Ted that I was going to Slough for a weekend and would be returning on the last train. Unfortunately, we were under black-out because of the threat of bombing, and the buses had stopped operating, so I set out from Newport station on the long walk home. At the end of Station Drive was the familiar face of a young handsome driver – Ted. The rest as they say, is history.'

The long hot summer on the Isle of Wight and drought conditions after weeks of little

After arrival from Merstone with Adams 'O2' 0-4-4T No 35 *Freshwater* and motor set No 503, the crew have nudged the train out of the station at Ventnor West in 1951 to take water. Over the years water supply would prove to be a problem, especially in the long hot summer months. The stonework of Steephill Castle on whose grounds the station was built is just visible above the tree line on the left. John A Britton/Britton Collection

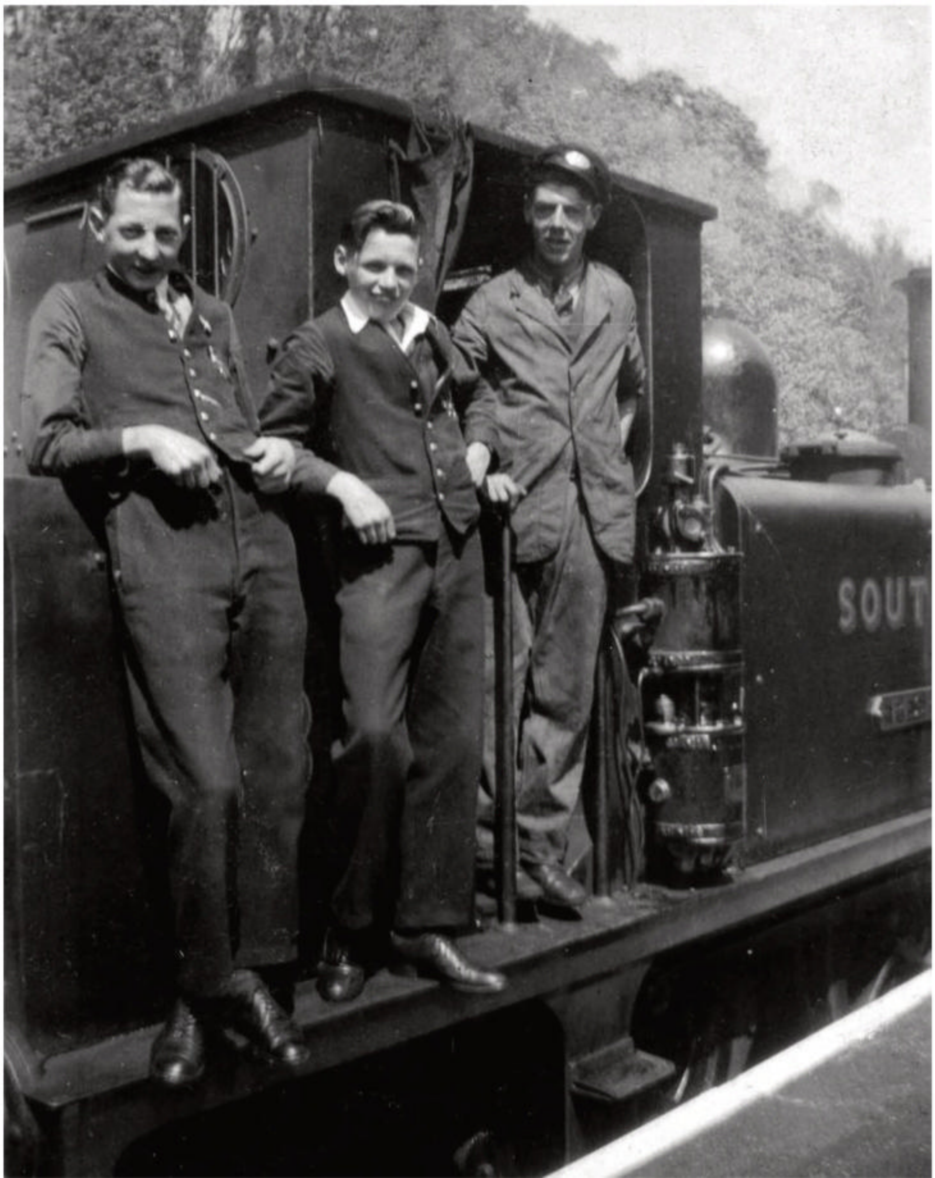


rain could present challenges for the island railways. Percy Lockyer was a member of the permanent way department and recalled how these dry conditions were overcome on the Ventnor West branch: 'One of my very earliest memories on the island permanent way department was the very hot summer of 1934. There were very serious drought conditions and it only took an odd spark from the chimney of a passing steam locomotive to start a bank fire. This drought presented a problem in providing water for locomotive use at Ventnor West. The operating authorities had to seek alternative supplies for the branch engine, either at Merstone or by running light from Merstone to Newport for replenishment. Mr Glassey, the boss at Newport, eventually decided to send two weed-killing tank wagons filled with water (about 4,000 gallons) from Newport to Merstone each day while the water shortage prevailed. The water was emptied into the disused subway at Merstone, where it would be pumped up by a small oil-powered engine into the 2,000 gallon tank.'

Ventnor West permanent way ganger Malcolm Jefferies recalled that the long hot summer of 1951 also presented a challenge: 'I remember one afternoon during that baking summer of 1951, we were working out at Godshill 'lifting and packing' when a message was relayed to us. 'Fire at Merstone curve!' – 'I bet that this is the work of driver 'Mad' Maurice Prouten driving his engine No 35 *Freshwater* like a mad March hare?' proclaimed one of the gang. We dropped our tools and jacks and set off to investigate. When we arrived at the scene we discovered the smouldering remains of heathers and gorse at the lineside and, sure enough, driver Prouten had passed that way on engine No 35. Normally trains did not speed along the branch and kept to 35mph but certain drivers would raise this to 55mph when they were at work.

Another incident that comes to mind about the Ventnor West p-way gang was when we were chair scrapping in St Lawrence tunnel, with the assistance of the Merstone gang. Frank Budden was appointed flagman by inspector Macklin, and Frank was ordered to stop any traffic on the line at Dean crossing gates (where Mr S Western was gatekeeper). Here trains were to be instructed to wait until they got the 'all clear' from Mr Macklin. Back in the tunnel, work was going very well and we had all the keys out of the six lengths of track. Suddenly, we saw the alarming sight of engine No 36 *Carisbrooke* pounding her way into the tunnel. Bill Macklin hastily picked up his patrol lamp and frantically waved it from side-to-side and, luckily, somehow the driver managed to apply his brakes in time. But didn't Frank have a dressing down afterwards!

When the Ventnor West branch closed, I transferred to the Havenstreet gang.'



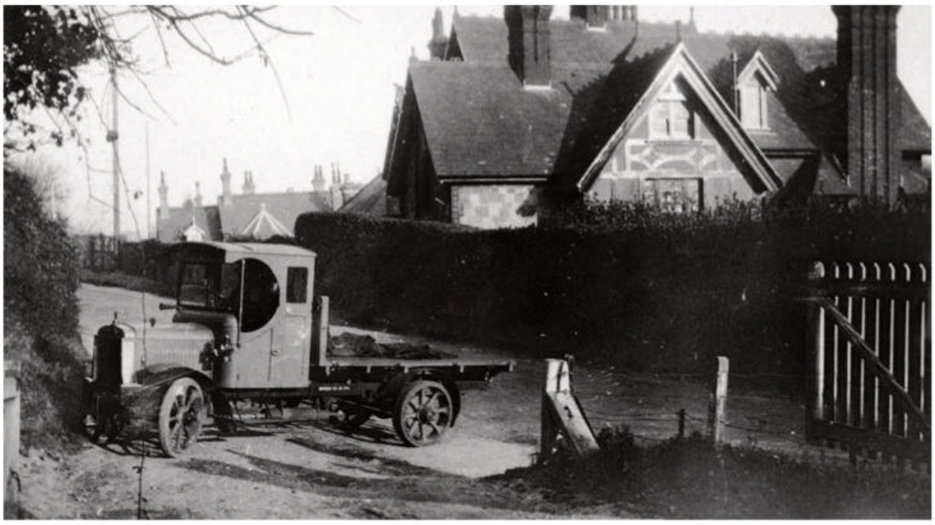
Ventnor West porter-signalman Bill Lewis reflected on his island railway career, which commenced at Ventnor West in 1945: 'In those days we had a grade one porter-signalman working at Ventnor West, and myself. His name was Alec Widger. He was actually part-time as half of his working hours were spent at Wroxall and the remaining time at Ventnor West. In 1945 Ventnor West had a station master, who was the father of Newport signalman Ron Bennett. Junior grade railwaymen like myself were not allowed to work on Sundays, but Mr Bennett would often approach me unofficially and ask me to work on a Sunday, with the offer of £1 pay.

The highlight of every week at Ventnor West which staff looked forward to was pay day on Thursday. Sometimes I would look at my pay packet when Mr Bennett gave it me and ask if I had been overpaid. He would look back at me and smile saying, 'You did a couple of hours of overtime.' Or, 'It must have been a slip of the pen'. Mr Bennett was always kind and thoughtful and his staff thought the world of him. During the war the booking clerk, Mrs Marjorie Dennis, would regularly cut Mr Bennett's hair as she was a hairdresser by trade. One day whilst Mr Bennett was having his hair cut in the parcel's office, the well-known island railway cartoonist and railway carpenter Jimmy James visited. Sure enough, an amusing cartoon sketch appeared on the noticeboard courtesy of guess who?

It was very much a family service in those days at Ventnor West. The first train of the day was the 8.10am departure, which was a two-coach train hauled by one of the regular Brighton 'Terrier' tanks, either No 8 *Freshwater* or 13 *Carisbrooke*. The routine was to leisurely stroll down the platform and check to make sure all our regular passengers were on board the train. In the mornings there would be a goods guard on board the train as a coal wagon would be brought down on the first working from Merstone. This coal would then be unloaded by Gubbins & Ball and taken to the hospital for their coal-fired boilers. Sometimes there would be as many as six or eight wagons of coal to be unloaded in the siding at Ventnor West.

During the afternoon service, the push-pull trains on the branch would be manned by the junior who acted as a ticket seller on the train, as the intermediate stations were all unstaffed. The regular drivers on the Ventnor West branch, like Jim Stone and Arthur Turner, taught me to drive the push-pull trains from the carriage end. Many a time, I have driven the train from Ventnor West to Merstone in this way.

The running board of Stroudley 'A1X' 0-6-0T No 8 *Freshwater* is host to porter-signalman Bill Lewis, porter Derek Cussons and fireman Hugh Snow in this post-World War II view; Bill Lewis features within the text of this article. Seen here in 'sunshine' black livery, when this engine left the island in 1949 it gave up its name to the newly arrived push-pull fitted Adams 'O2' 0-4-4T No 35. Britton Collection



Coal merchant Gubbins & Ball operated from the goods yard and among its customers was the Royal National Hospital for Diseases of the Chest, which was located less than half a mile to the west of the station and had hungry coal-fired boilers. The coal lorry returns with empty sacks on the flatbed but the driver is clearly having difficulty steering out of Castle Road and into the station approach road in this view taken in about 1930.
A B Macleod/Rex Kennedy Collection

The winter of 1947 hit Ventnor West particularly harshly and each morning they would send a Brighton 'Terrier' down the line light engine to clear the snow. One morning driver Monty Harvie was driving engine No 8 light engine to Ventnor when he noticed a crowd of passengers waiting in the arctic conditions at Whitwell station. He took pity on them and stopped his little Brighton 'Terrier' and piled them on to the footplate. Somehow, he managed to control No 8, keeping hold of the regulator and brake, and they crawled into Ventnor packed like sardines! The passengers really appreciated this highly illegal act, which was an incredible insight.

The snow that winter of 1947 was dreadful throughout the island and on the branch it was blown into the cuttings, causing some deep drifts, which made the train service impossible on occasions. Driver Harold Lacey bravely set out from Merstone one morning on 'Terrier' tank No 13 *Carisbrooke* only to be buried in snow before reaching us at Ventnor West. A rescue engine was summoned, crewed by Teddy Joyce and the then fireman Ken West (it may have been No 24 *Calbourne*) in order to retrieve the trapped branch engine.

Perhaps the most unusual engine that I ever saw at Ventnor West was the 'E4' 0-6-2 tank No 2510 driven by Walter Gear, which ran during the winter service between Merstone and Ventnor for just a one week trial! She ran with just one coach and in my opinion looked as big as the coach. What a sound that engine made as it left the station, but alas I never saw it again as it returned to the mainland. The idea was that this 'E4' would be able to haul the heavy six-coach Ryde-Shanklin-Ventnor Town trains. The operating authorities discovered that clearance was an issue and it was decided to stick with the 'O2' tanks.

When the axe fell on the Ventnor West branch I transferred to Wroxall as porter-signalman. Here I remained until leaving the railway service in September 1962.'

Newport-based passenger guard, Reg Seaman, revealed: 'I consider my main claim to fame as a guard on the Isle of Wight railways is to have been the guard on the last train on the Ventnor West branch. When the 7.57pm Merstone train pulled out on Saturday, 13 September 1952 from Ventnor West, that was the beginning of the end for the Island railways.

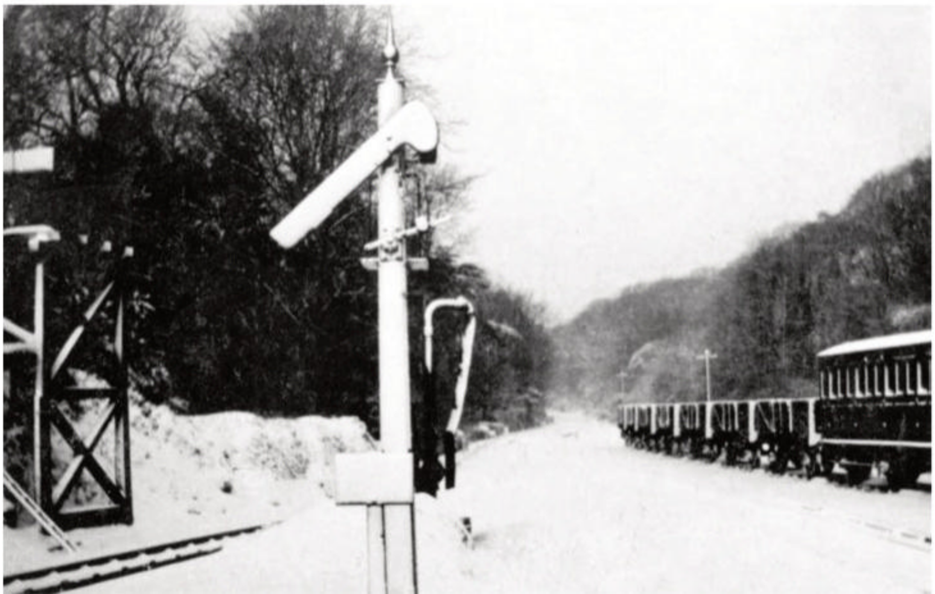
In 1951, it was announced that the British Railways Board was considering the possibility of withdrawing the island's railways. BR asked local authorities about the proposal to withdraw all traffic from the Merstone to Ventnor West branch. Then, on Monday, 4 August 1952 it was announced that this line would be closed. This would be effective from 15 September of the same year and was part of local railway economies which were estimated to save £16,000 per year.

The final service was the 7.57pm from Ventnor West-Merstone on Saturday, 13 September 1952 – there was no Sunday service on the line, hence the closure being quoted as being effective from the 15th. Ken Meaning, the Newport shed foreman, had the bright idea to substitute the regular push-pull fitted Ventnor West engine, No 35 *Freshwater,* for a more appropriately named local named locomotive. The choice therefore to haul the final service train from Ventnor West was 'O2' tank No 27 *Merstone*, this being driven by Jack Sewell of Wootton and fired by Len Harris of Newport. The problem with this selection was that this locomotive was not fitted with push-pull apparatus and therefore had to run-around the train at either end, at Merstone and Ventnor West.

The day before this last train working, No 27 was set aside from all duties at Newport shed and the cleaners went to work, cleaning and polishing the paint work and brasses. That engine gleamed and was spotless – so much so, one could wipe a finger along any part of the engine, including the wheels, without a blemish! When the morning shift (crew), driver Monty Harvie and fireman Bob Church, stepped aboard No 27 *Merstone* they could not believe their eyes. Bob recalled that you could have eaten your meal off the footplate floor it was so clean, and perhaps it would have been appropriate to wear a pair of slippers!

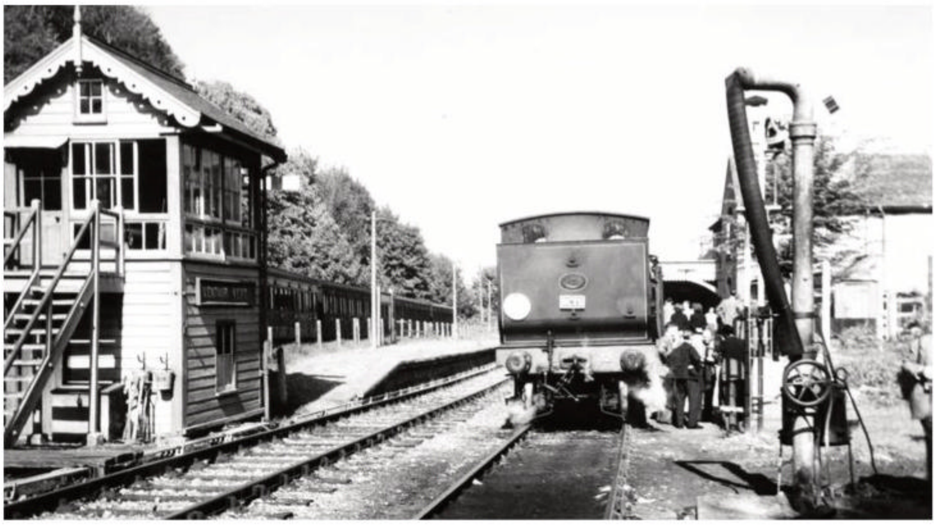
I joined the train drawn by 'O2' tank No 27 *Merstone* for the late shift, now driven by driver Jack Sewell. I vividly recall how intending passengers and sightseers began to assemble nearly an hour before that last train was due to depart. Alec Widger, the Ventnor West booking clerk, had a rush for tickets and when the printed card ticket supply was exhausted, he was kept busy writing out further tickets by hand. Poor Alec had never seen Ventnor West so busy. He just wished that the operating authorities had strengthened the two-coach set for the occasion. Alec kept muttering, 'If only these folk had turned up to support the branch, we wouldn't be closing up.' There was a strange carnival atmosphere as there were 20 members of the Ventnor Jazz Band in a weird assortment of costumes parading through the station.

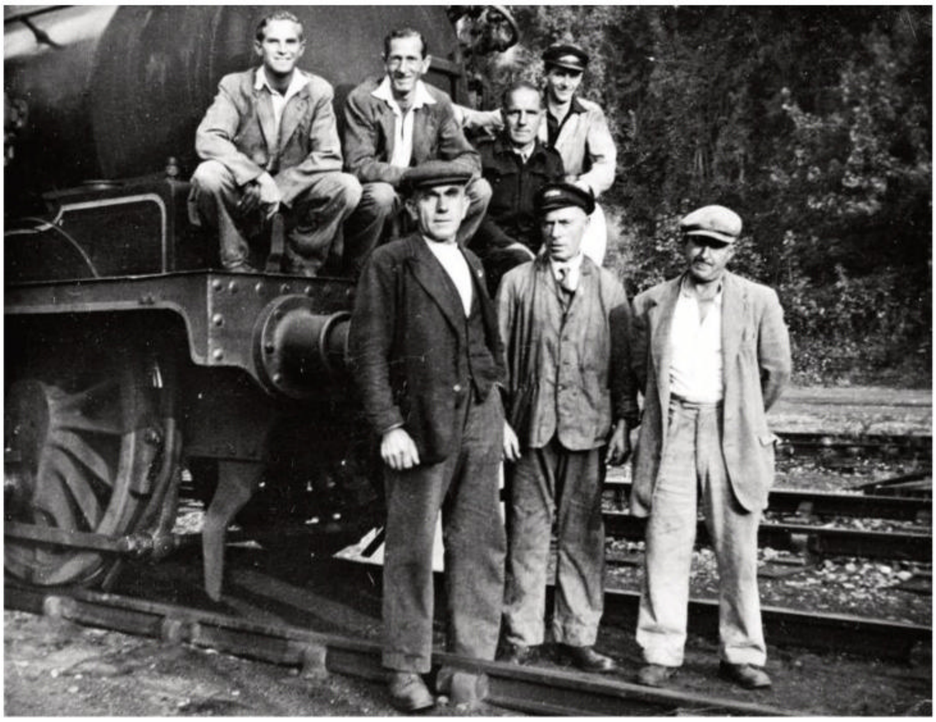
A BBC television camera crew recorded the scene at Ventnor West with the aid of magnesium flares. It was doubtful if there



Much of Britain was subject to heavy snow falls in early 1947 and the Isle of Wight caught a good covering, as this view at Ventnor West testifies. Railway workers on the branch did their utmost to keep the trains running and helping out those in need when the going got tough during this period.
Bill Lewis/Britton Collection

The post-World War II years were a period of austerity as the country got back on its feet and shortly after the nationalisation of Britain's railways it was apparent that moves were afoot to consolidate transport provision, with the lines on the Isle of Wight firmly in the cross-hairs. With this in mind, the RCTS arranged a railtour of the island, which covered all lines except for the section between Sandown and Ventnor Town. Adams 'O2' 0-4-4T No 32 *Bonchurch* in malachite green livery has run-round the tour before leaving Ventnor West and heading back to Newport on Sunday, 15 May 1952. A regular feature in the quieter winter months here were carriages stored out of service, as in this view on the left. These will be recovered and put back into traffic ahead of the greatly enhanced summer timetable which began on 30 June. Britton Collection



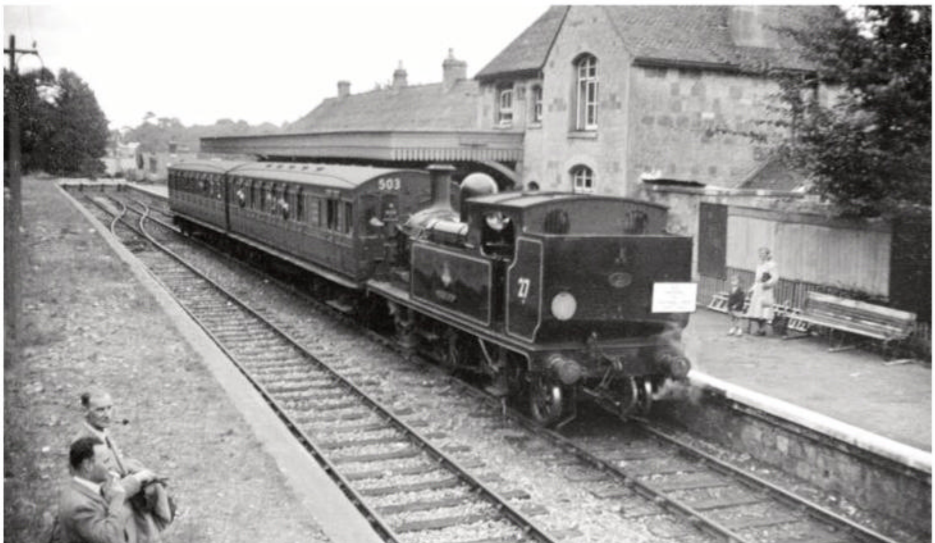


Above left: **The last trains on the Ventnor West line ran on the final Saturday of the summer timetable, 13 September 1952. Driver Monty Harvie was on the morning shift with fireman Bob Church and is captured here topping up the tanks after moving Adams 'O2' class 0-4-4T No 27 *Merstone* into the engine siding at Ventnor West.** Bob Church/Britton Collection

Above right: **With colleagues that had worked together for years about to go their separate ways the inevitable group photographs were taken on the final day. In this view on the back row are gangers Malcolm Jefferies, Bill Lampard, Phil Record and fireman Ken Simmonds, and on the front row are ganger George Sibeck, driver Jack Sewell, and ganger Joe Rew. Fireman Ken Simmonds and driver Jack Sewell had taken over from the morning shift and would work the final service out of Ventnor West just before 8pm.** Britton Collection

would be enough room for all those who wanted to travel on that last train, but somehow we managed to pack them all aboard. My son, Michael, who was then seven-years-old, waved my guard's flag and we set off with cheers and the music of 'Auld Lang Syne' played by the jazz band. As we steamed away into the darkness, old No 27 *Merstone* passed over a series of detonators, which exploded, sending echoes into the night.

I prefer to remember the happy times on the branch when it was busy. Prior to closure of the Ventnor West branch, I remember that



The decision to assign a non push-pull fitted engine to the final day of services, but one with an appropriate name, meant that the crews and station staff were kept busy all day running round the train at both ends. The service consisted of eight round trips on the branch starting with the 7.35am from Merstone to Ventnor West, and at the close of play Adams 'O2' 0-4-4T No 27 *Merstone* carries an appropriate headboard – 'BR farewell to Ventnor West 1900-1952' – as it prepares to leave the terminus for the final time with the 7.57pm to Merstone on Saturday, 13 September 1952. Britton Collection there were special market day fares and trains would be packed with enthusiastic shoppers heading up to Newport. Arriving at Godshill station there would be so many waiting passengers assembled on the platform that I would have to shout and make them stand back as the train entered the platform.'

Appreciating the line today

Today it is possible in part to trace the course of the Ventnor West branch and view the remains of the stations. The site of Merstone station is now a wild flower meadow, picnic area and orchard, but it is still possible to see the remains of the once very busy island platform. The station is now part of National Cycle Network route 23 and has recently been equipped with a new shelter and interpretation panels, with links following the old trackbed to the north, towards Newport and Cowes, and east to Sandown. Godshill station is still intact but has been converted into private dwellings, and with an extension. The platform remains are visible, but it is not accessible.

Whitwell station is now a holiday home, with the old structure more or less intact and now furnished with a beautiful garden. The trackbed between the platforms is now in-filled but it is possible to see the platform edges within. The restored station includes a new canopy on the main building on the up platform and a station sign on the down platform. The waiting rooms have been converted into two holiday cottages. It is an ideal location to take the family for a summer holiday to explore the island and the nearby steam railway at Havenstreet.

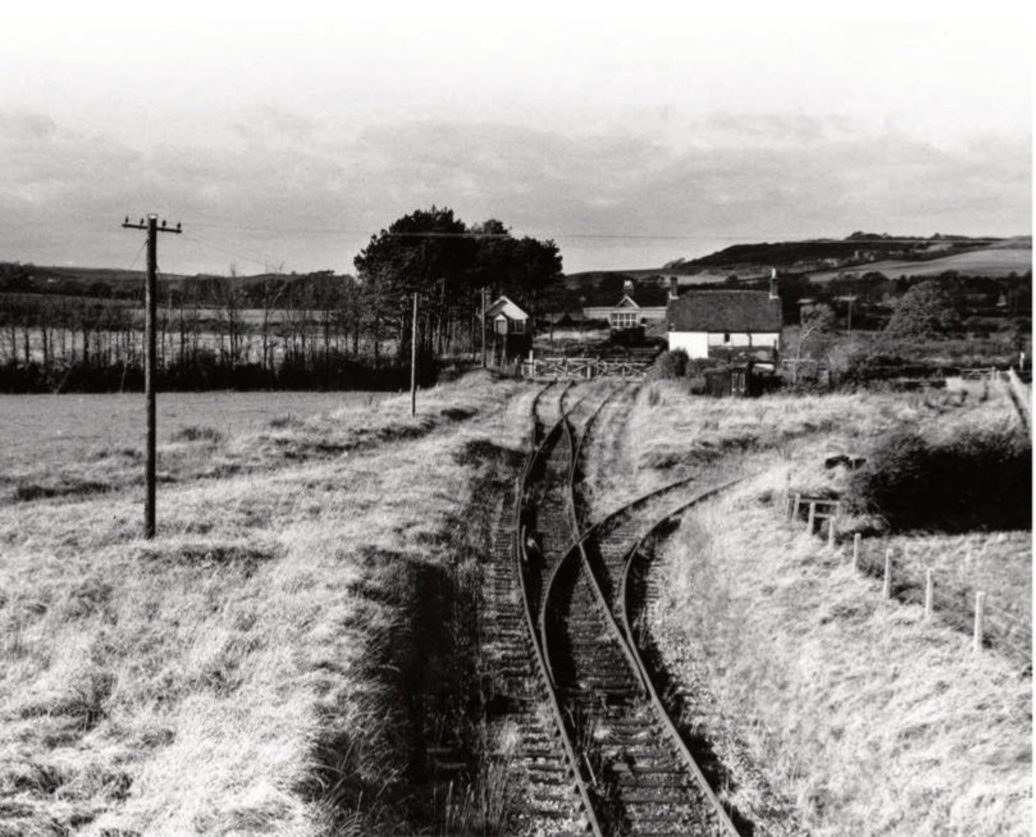
At the time of writing, it is still possible to see the old station building at St Lawrence. The trackbed has been filled-in up to the level of the platform however, and the steep road bridge at the eastern end of the station is still evident. The trackbed towards Ventnor is now completely covered by housing development. The area around Ventnor West station was swallowed up in housing development during the 1970s, but the former main building, which incorporated the station master's house, was converted into a residential property.

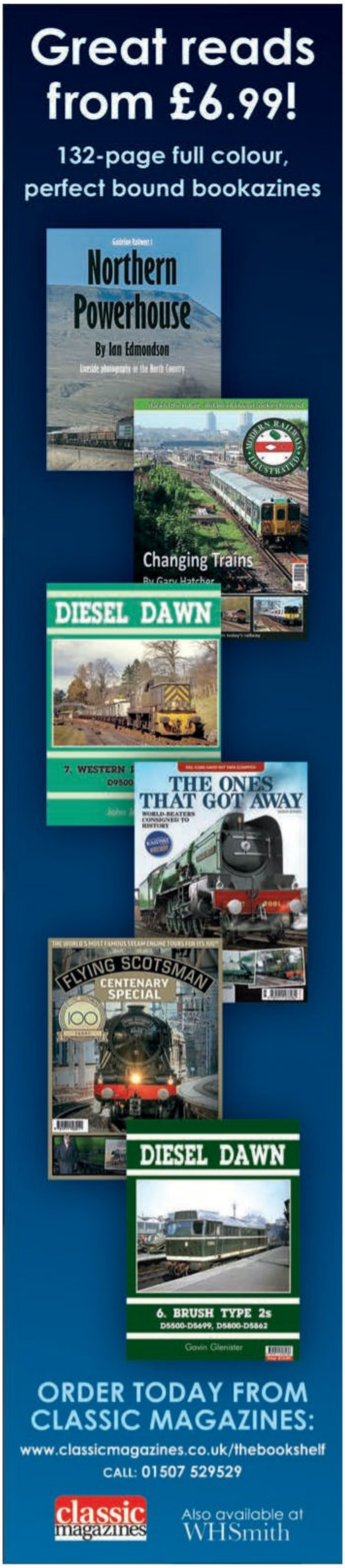
To gain a feel of the old Ventnor West branch there is only one place to head – the Isle of Wight Steam Railway. One can journey back in time and sample a steam-hauled ride behind former island 'Terrier' tanks Nos 8 *Freshwater* and 11 *Newport* which regularly worked on the Ventnor West branch, whilst sitting in the comfort of an original four-wheeler carriage set. Better still, is the comfort of former original island LB&SCR and South Eastern & Chatham Railway bogie carriage stock hauled by 'O2' tank No 24 *Calbourne*. In the near future we are all looking forward to sampling a steam-hauled ride behind the last remaining example of the 'E1' 0-6-0 tanks, No 2 *Yarmouth*.

At the end of the line, at Wootton station, the volunteers are trying to recreate a quaint country terminus in an Edwardian style. A 12 metre wide strip of land has been purchased on the northern side of the site on which a replica of the goods shed that once stood at Ventnor West is being built. When completed, this will have its own siding and will be long enough to hold two wagons. It is intended that this building will contain a small museum telling the story of goods traffic on the island's railways.

I have my own memory of the Ventnor West branch at my home here in Warwick. Each morning when I open the back door into the garden, there before me is the Drummond chimney of No 35 *Freshwater* – the last regular branch engine.

The Newport to Sandown line outlasted the Ventnor West branch by just 4½ years, closing on 6 February 1956. The pathos of post-closure is apparent in this view at Merstone on 27 October 1957. The Ventnor line, which curved away sharply on the left, has been lifted but the main line is in limbo as it awaits the call of the scrap-men. Peter Mason/Britton Collection





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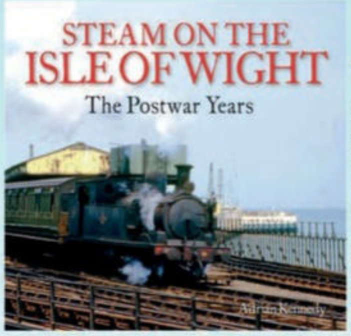

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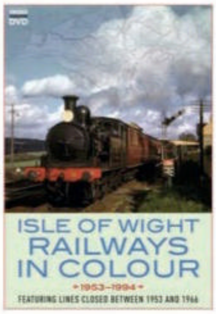

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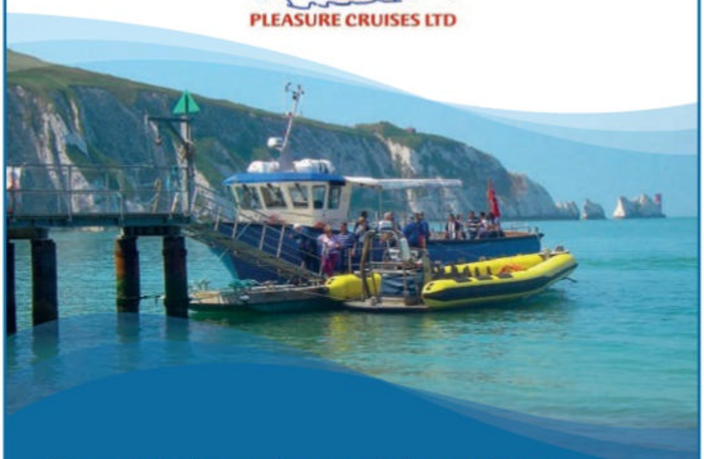

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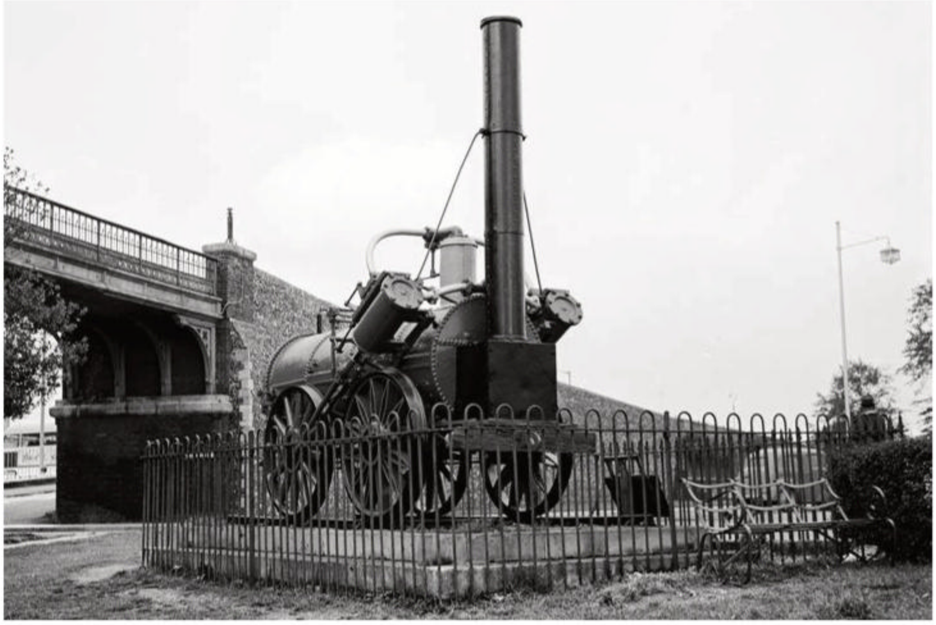
Before the National Collection – the early years of steam preservation

Leonard Rogers *considers locomotive preservation before the creation of the British Transport Commission in 1948.*

If one were to ask the questions 'In which century did steam preservation start?' and 'Was it the public or private sector that led the way?', it might well be that the answers given, depending on the age of the respondent, would be along the lines of 'Why, the 20th century, of course! Didn't the Talyllyn Railway start the ball rolling in the 1950s?' and 'It would have been private individuals surely. Government and local authorities weren't into that sort of thing, were they?' Those with slightly longer memories, or who had read the author's previous articles in *Steam Days* for September 2020 and September 2022, might have modified the first answer by suggesting that York Museum kicked things off in the 1920s. However, it may surprise some readers to know that steam preservation actually began as early as the mid-19th century – in fact just about 15 years after the Rainhill Trials – and that, separately, public authorities had a big hand in getting the ball rolling.

The record for being the first British steam locomotive to be preserved belongs to *Invicta* of the Canterbury & Whitstable Railway. Built in 1830 by Robert Stephenson & Co in Newcastle-upon-Tyne, this 0-4-0 hauled the opening train on the Canterbury & Whitstable line on 3 May 1830 but subsequently proved to be rather underpowered for the needs of the railway. It was withdrawn from service in 1839 and entered preservation almost by accident – it was offered for sale after withdrawal but, with no takers found, it was put into store at Canterbury. The Canterbury & Whitstable Railway was taken over by the South Eastern Railway in 1844 and thus the SER inherited *Invicta* and went on to remove the locomotive to Ashford Works once the C&W route was linked to the SER's own new Ashford-Canterbury line, so after 6 April 1846. In this way the locomotive came to be saved for posterity, and it was brought out of Ashford for significant occasions like the Golden Jubilee of the Stockton & Darlington Railway in 1875, the George Stephenson centenary celebrations in Newcastle in 1881 and the *Exposition Universelle* in Paris in 1900.

Its touring days over, June 1906 saw *Invicta* placed on a plinth within yards of, and just outside, Canterbury's city wall, near Riding Gate, and it was moved the short distance from there to Dane John Gardens within the city wall in late 1968 and stayed until December 1977 when transported to York for cosmetic restoration. Naturally, *Invicta* was back in Kent for a 150th anniversary event for the Canterbury & Whitstable line from 3 May 1980 and nowadays it is in the care of the Transport Trust and located at the Whitstable Community Museum & Gallery.



Pre-dated only by the Stockton & Darlington as a public carrying railway, it is extraordinary that the debut engine of the Canterbury & Whitstable Railway survives today, especially given that *Invicta* was far from a success. On a six mile line of gradients and low clearances, *Invicta* saw use on a one mile flat section near Whitstable but despite various modifications even this proved too much and its withdrawal came after only nine years. Given that *Invicta* is Latin for undefeated, it is somewhat ironic that haulage by horses replaced the engine on the flat. This photograph dates from 11 September 1957 and records the Stephenson-built 0-4-0's long term home (1906 to 1968) near Riding Gate, Canterbury, with the city's medieval wall as a backdrop. The location is near Canterbury East station and its next move would be brought on by road improvements, forcing relocation to the other side of the city wall, into Dane John Gardens. J Wood/Kidderminster Railway Museum

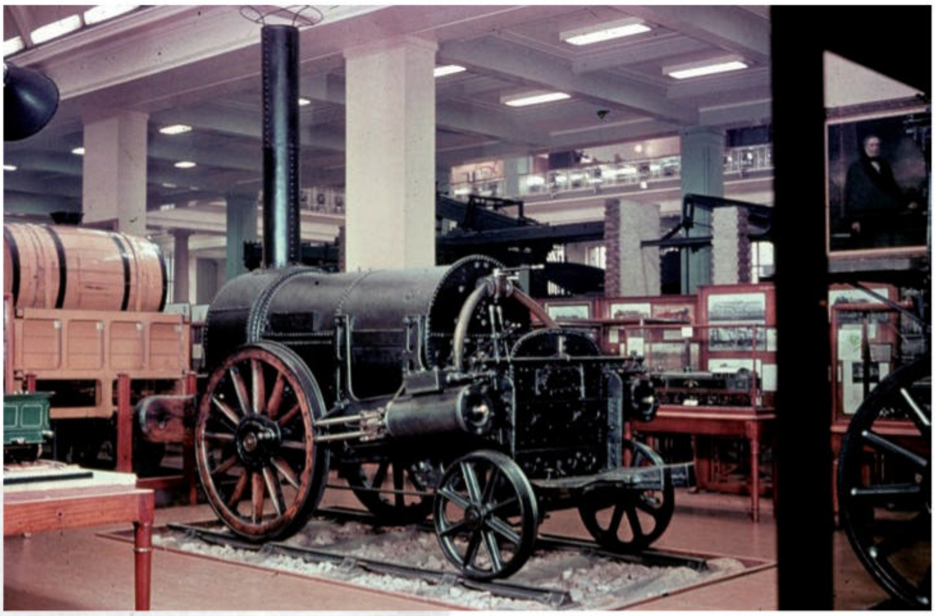
The Patent Office Museum

If the first step towards preservation, with the saving of *Invicta*, should be credited to private enterprise, the next one was definitely taken by a public body. In June 1857 a museum building was opened on a site at South Kensington. A legacy of the 1851 Great Exhibition, its opening had been delayed by restraints placed on public funds because of the Crimean War. One part of the building housed the newly-established Museum of Patents (renamed the 'Patent Office Museum' in 1863) and the other contained the nucleus of what became the Victoria & Albert Museum. The museum's curator from 1860, F P Smith, set about tirelessly searching out artefacts for display, including old railway locomotives. The Patent Office collection formed a nucleus for what became the Science Museum when the arts and science collections were separated in the early years of the 20th century.

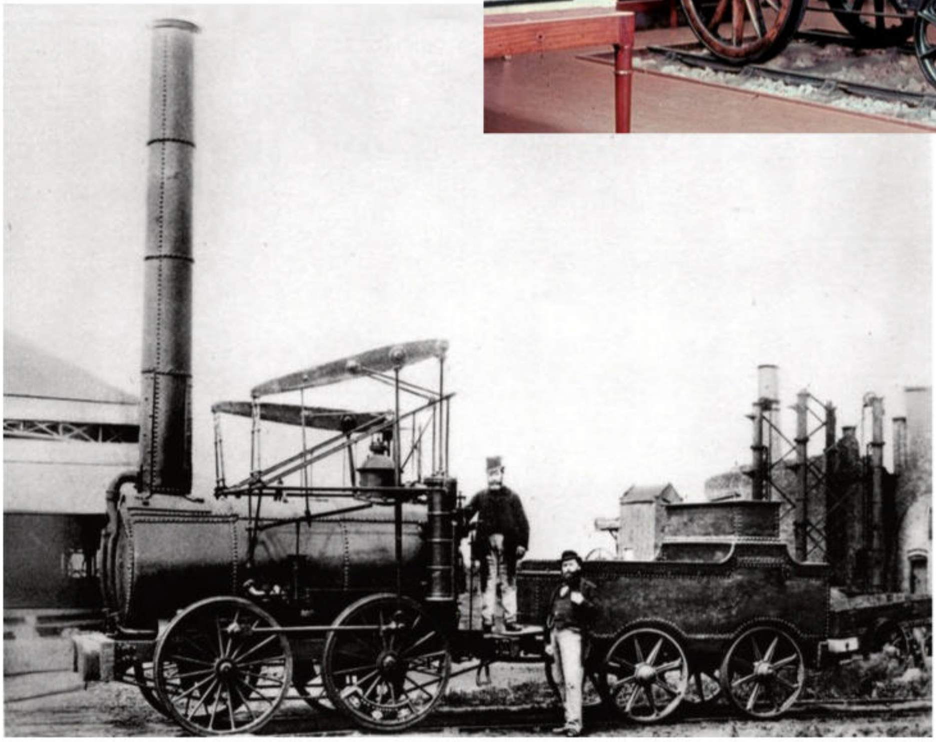
Private enterprise was not far behind though, in 1857, and, in that same year, the Stockton & Darlington Railway's pioneering locomotive No 1 *Locomotion*, which had been in use as a stationary boiler for the past 16 years, was placed on display in the works of Alfred Kitching at Hopetown in Darlington. This move was possibly inspired by the opening of the South Kensington museum.

In addition, the results of Smith's searches were that, in 1862, the remains of George Stephenson's pioneering 0-2-2 *Rocket* were donated to the museum, while in the same year William Hedley's *Puffing Billy* of *circa* 1814 was acquired, at first on loan and then purchased for the sum of £200. Two years later, the remains of Timothy Hackworth's competitor at the Rainhill Trials, *Sans Pareil*, were acquired also, from Coppull Colliery, near Chorley, where they were in use as a pumping engine. All of these early preserved locomotives were tender engines; all were of 0-4-0 wheel arrangement except *Rocket.*

A further acquisition by the Patent Office Museum during this era was *Agenoria*, yet another ancient 0-4-0 tender engine, in this case dating from 1829. It arrived at the museum in 1884, having been donated by its previous owners, a colliery company in the Black Country. The engine had in all probability lain derelict for the best part of two decades before being restored for an exhibition in 1884 and then presented to the museum. *Table One (overleaf)* offers an overview of the earliest locomotives saved for preservation pre-1948 (so before the British Transport Commission came into being and took on the role of setting aside significant locomotives for long term preservation as a national collection). While it is clear that the efforts of F P Smith hugely enhanced what was saved, some noteworthy contributions were added from elsewhere. The dates of final commercial use of some locomotives is unknown and likewise their entry into preservation, so such things are shown separately. In some cases the last use was followed by immediate preservation, or at least by being set aside and gaining protected status, and especially in the latter case these locomotives were not necessarily on display in the shorter term.



The foresight of F P Smith to seek out pioneering steam locomotives as early as 1860 saw the inspirational *Rocket* become part of the Patent Museum collection. It was withdrawn around 1840 and then its builder Robert Stephenson & Co gave the 0-2-2 a home in Newcastle until the chance of a long term museum place arose in 1862. This view dates from about 100 years later when the museum of old had evolved into the Science Museum. Interestingly, a *Rocket* replica is ahead of the original – it was cut-away on one side to show internal organs: boiler, firebox and cylinders. At least five replicas of *Rocket* have existed, with the 1930 and 1980 anniversaries of the Liverpool & Manchester Railway acting as inspiration, the latter event enabling a steaming in the form of the newest replica; even Robert Stephenson & Co Ltd built a replica in 1930. R N Smith Collection



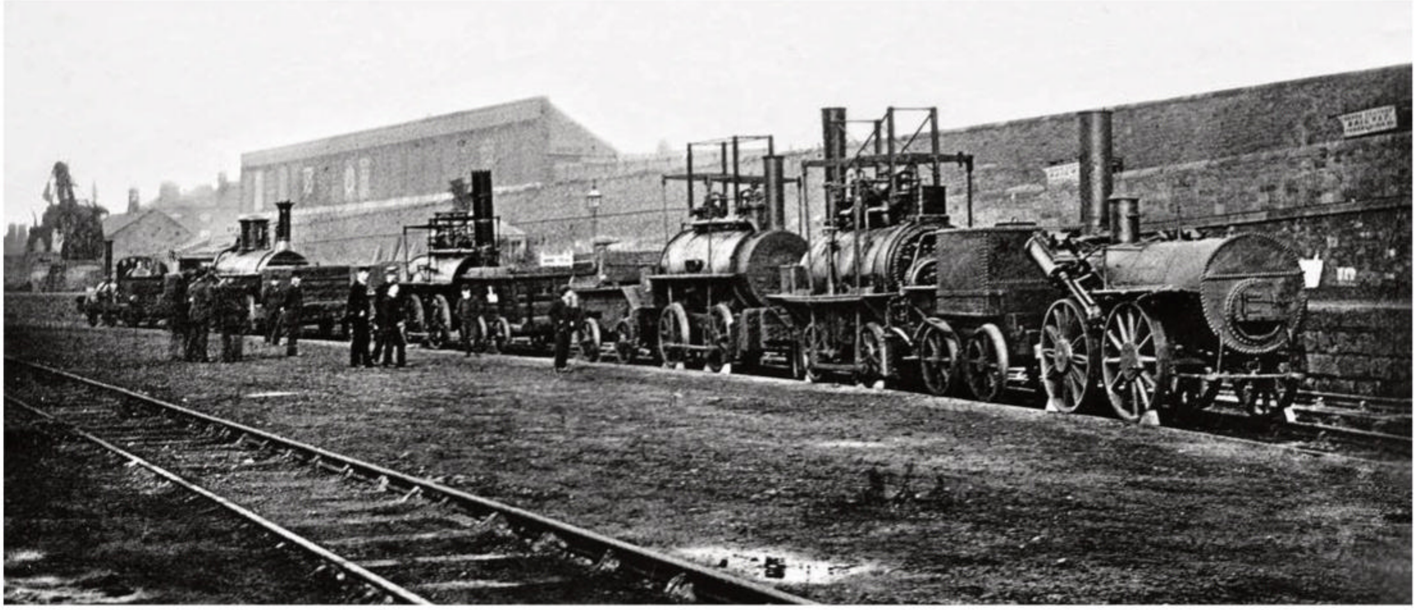
Built by Foster Rastrick & Co of Stourbridge in 1829 for the nearby Shutt End Colliery Railway at Kingswinford, *Agenoria* is recorded *circa* 1860 at what is thought to be Round Oak on the Pensnett network of lines serving collieries, ironstone mines, iron and steelworks. The evolution of steam locomotives was a natural follow on from stationary steam engines and the movement of the high wooden beams, various rods and indirect cylinder drive of *Agenoria* reportedly gave rise to the 'Grasshopper' nickname when it was first used. In its earliest days an eight wagon train was hauled at 7½mph and the load was 360 passengers, which sounds quite a squeeze. Of note is the aside that the older sister of *Agenoria*, the largely similar *Stourbridge Lion*, was the first steam locomotive to run on rails in America.
Kidderminster Railway Museum Collection

Table One
Locomotives preserved pre-1948: the pioneers

Locomotive	*Original Co*	*Type*	*Built*	*Withdrawn*	*Preserved by*	*Known locations in preservation pre-1948*	*2023 location*
*Puffing Billy**	Wylam Colliery	0-4-0	c1814	1862		Patent Office Museum	NRM, York
Wylam Dilly	Wylam Colliery	0-4-0	c1815				
	Craghead Colliery			1883		Royal Scottish Museum, Edinburgh	Royal Scottish Museum, Edinburgh
1 *Locomotion**	S&DR	0-4-0	1825	1857	1857	Hopetown, and Darlington Bank Top	Locomotion, Shildon
Billy	Killingworth Colliery	0-4-0	1826		1881	Newcastle (three locations)	Stephenson Railway Museum
*Sans Pareil**	Bolton & Leigh Railway	0-4-0	1829		1864	Patent Office Museum	Locomotion, Shildon
*Rocket**	L&MR	0-2-2	1829		1862	Patent Office Museum	NRM, York
Novelty	St Helens & Runcorn Gap	0-2-2WT	1829		1929†		Science Museum, Manchester
Agenoria	Shutt End Colliery	0-4-0	1829	c1864	c1864	Patent Office Museum, LNER Museum, York	NRM, York
Invicta	C&WR	0-4-0	1830	1839	1844	Ashford Works Riding Gate, Canterbury	Whitstable Community Museum
Bradyll (or *Nelson*)	Hetton Colliery	0-6-0	1840	c1875	c1947#	Philadelphia Works	Locomotion, Shildon
57 *Lion*	L&MR, GJR	0-4-2T	1838				
116 *Lion*	L&NWR, MD&HB			c1875		Crewe Works	Museum of Liverpool
25 *Derwent*	S&DR	0-6-0	1845	1898	1898	Darlington Bank Top station	Head of Steam, Darlington
49/1868 *Columbine*	GJR, L&NWR	2-2-2	1845			Crewe Works LNER Museum, York	Science Museum, London
3 *Coppernob*	FR	0-4-0	1846	Dec 1898	1900	Barrow-in-Furness station Horwich Works	NRM, York
3020 *Cornwall*	L&NWR	2-2-2	1847	1922		Crewe Works	Buckingham Railway Centre
Lyon	Hetton Colliery	0-4-0	1849	1912		LNER Museum, York	Locomotion, Shildon

* Replica or replicas also exist of these locomotives, † Original parts used to rebuild the locomotive in 1929, # Rather 'conserved' rather than preserved. Survied as a gate guardian by World War II. Not to be restored.

C&WR – Canterbury & Whitstable Railway, FR – Furness Railway, GJR – Grand Junction Railway, L&MR – Liverpool & Manchester Railway, L&NWR – London & North Western Railway, MD&HB – Mersey Docks & Harbour Board, S&DR – Stockton & Darlington Railway.



Few sights in preservation are as remarkable as the centenary event for George Stephenson on 9 June 1881 at Newcastle-upon-Tyne. Such things as 'replicas' were unheard of at the time and this line up at the Infirmary Yard includes, from right to left, *Invicta* of the Canterbury & Whitstable Railway (1830), a Hetton Colliery 0-4-0 that would remain in use until 1912, *Billy* of Killingworth Colliery (1826), Stockton & Darlington Railway *Locomotion* (1825) and also *Derwent* (1845), while the far locomotive is L&NWR *Dwarf,* a George England-built 2-2-2WT that was delivered to the London & Blackwall Railway in 1849. It subsequently saw use by the Eastern Counties Railway and then the L&NWR, initially by the Stafford District Engineer, and later at Bangor. It is the only one of the pictured engines that no longer survives, having suffered fire damage in the tender shop at Crewe and then been broken up in 1888. Kidderminster Railway Museum Collection

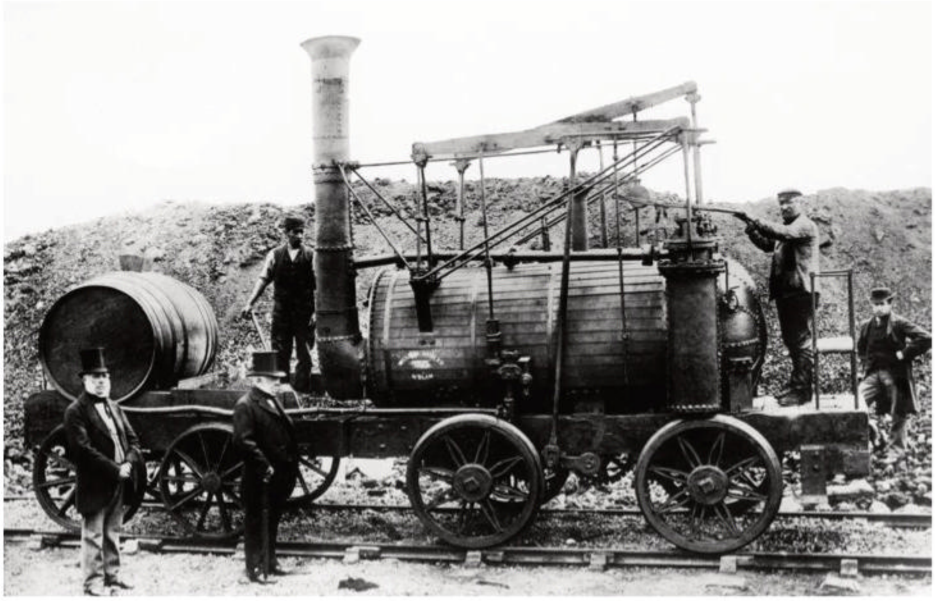
Enter, the private sector

Despite the public sector, in the form of the Patent Office museum, having taken an early lead in assembling a collection of preserved locomotives, for the next nearly 80 years after 1870, right up to nationalisation of the railways, it was private enterprise, either in the form of the railway companies or individuals, which took the lead in locomotive preservation. Thus, in 1871, the Great Western Railway set aside for preservation, at Swindon, one of its pioneering broad gauge locomotives, the 2-2-2 *North Star*. On the other hand, in 1881, a wealthy private individual acquired the 1816 Stephenson 0-4-0 locomotive *Billy* from Killingworth Colliery and presented it to the city of Newcastle-upon-Tyne. It is nowadays preserved at the Stephenson Railway Museum in North Shields.

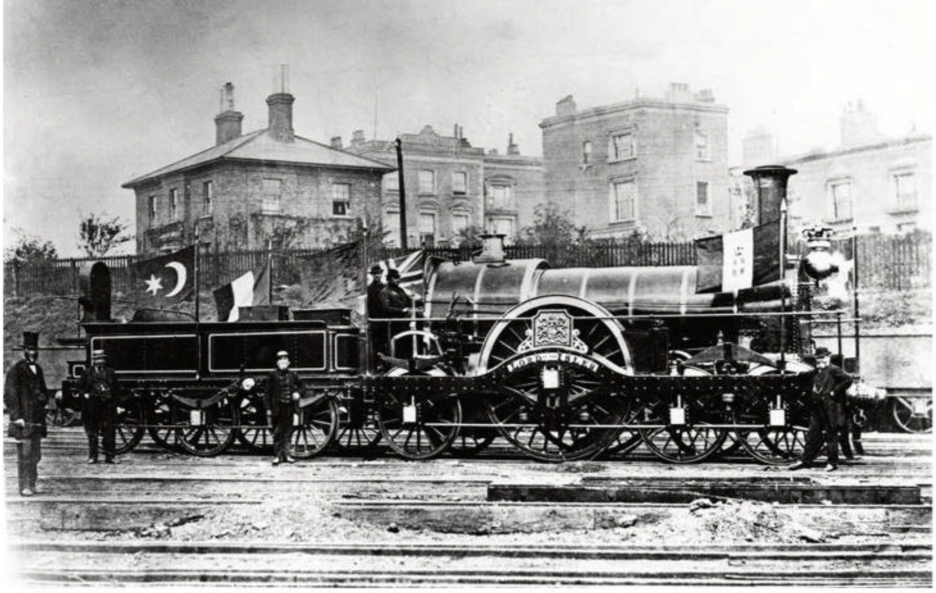
As well as being an area which pioneered the use of steam locomotives, north-east England seemed to be one that took a lead in celebrating its heritage. There seems, too, to have been an association between the Stockton & Darlington Railway (S&DR) and its successor the North Eastern Railway, and the move to preserve this heritage. The displaying of *Locomotion* at Darlington from 1857 onwards has already been mentioned and, in 1875, the NER organised a grand exhibition at Darlington's North Road Works, built by the S&DR, to mark the 50th anniversary of the opening of that railway. The exhibition featured some 15 or 16 'old-timers', including *Locomotion* and *Invicta*, as well as modern NER locomotives and from the London & North Western, Great Northern, Glasgow & South Western, Midland, and London, Brighton & South Coast railways.

A further exhibition was held in Newcastle in 1881 to mark the centenary of George Stephenson's birth. *Locomotion* and *Invicta* again featured, along with the newly-preserved *Billy*. Another 'old-timer' exhibited here was a Timothy Hackworth 0-6-0 tender locomotive built for the S&DR in 1845 and named *Derwent* which was by then in industrial service. Not long after the Newcastle exhibition, in 1882, the sister locomotive to *Puffing Billy*, *Wylam Dilly*, which had latterly worked at a Scottish colliery, was retired and presented to what is now the National Museum of Scotland in Edinburgh – so another solitary representative for the public sector there.

In 1884, the Great Western Railway withdrew from service, and set aside at Swindon for preservation, another of its broad gauge locomotives, 'Iron Duke' class 4-2-2 *Lord of the Isles*. Also in the 1880s, the GWR inherited a long-boilered 0-6-0 in 1881 when it took over the Carmarthen & Cardigan Railway. This locomotive was built by Fossick



A *circa* 1867 view records William Hedley's *Wylam Dilly* and crew at Craghead Colliery. Dating from *circa* 1815 as one of the first steam locomotives in the world, in its original 0-4-0 form *Wylam Dilly* was found to be too heavy for the cast iron waggonway at Wylam Colliery and was soon rebuilt to eight-wheel form. After a spell in 1822 on a keel of a steam paddlewheeler crossing the River Tyne, 1830 saw this engine returned to 0-4-0 guise as its railway now had cast iron rails. It served there until closure in 1862 and was then transferred to Craghead Colliery, just south-east of Stanley. This view includes two of William Hedley's sons ahead of the locomotive. Upon withdrawal in 1882, Hedley Brothers of Newcastle-upon-Tyne presented *Wylam Dilly* to the Royal Scottish Museum in Edinburgh. Kidderminster Railway Museum Collection



Built by Daniel Gooch at Swindon Works and released to traffic in March 1851 was GWR broad gauge 4-2-2 *Lord of the Isles*, which ended its service life in June 1884 and was then set aside for preservation. This view outside Paddington dates from 24 June 1873 when *Lord of the Isles* took the Shah of Persia, the Prince of Wales (later King Edward VIII), Queen Alexandra and the Czar of Russia to Windsor. The 4-2-2 is adorned with suitable flags for the occasion, together with the royal coat of arms on the side frame above the nameplate, as well as other royal insignia such as a crown surmounting an orb at the front of the smokebox. Rather less grandiose but worth pointing out is the travelling porters' seat on the rear of the tender.
Kidderminster Railway Museum Collection

& Hackworth of Stockton-on-Tees for the Llanelly Railway in 1864. It was not taken into GWR stock but neither was it immediately scrapped. It was moved to Swindon and kept there for a further eight years until it was finally broken up – there is an uncorroborated suggestion that it was intended to be put on display at Swindon. Whether that is true or not is unknown, but the fact is that it was dismantled, apparently without any form of restoration being attempted.

As the century drew to a close, *Locomotion* was moved from Hopetown in 1892 and placed on display on a plinth at Darlington Bank Top station, where it remained until 1975. It was joined there in 1898 by *Derwent*, newly presented to the NER.

Into the 20th century

Further historic locomotives to be set aside for preservation by their railway company owners at this time included the following.

1900: Furness Railway 0-4-0 No 3 *Coppernob*, which was initially displayed outside Barrow-in-Furness station.

1902: L&NWR 2-2-2 *Engineer. Bangor* – which had a claim as the first locomotive built at Crewe Works, as Grand Junction Railway No 49 *Columbine* in 1845, and subsequently saw use as London & North Western Railway No 1868 before being transferred from capital stock in November 1877 to the district engineer. It became *Engineer. Bangor* at that time. Its first home in preservation was within Crewe Works.

1907: Stirling 4-2-2 Great Northern Railway No 1 of 1870 found a safe haven in Doncaster Works.

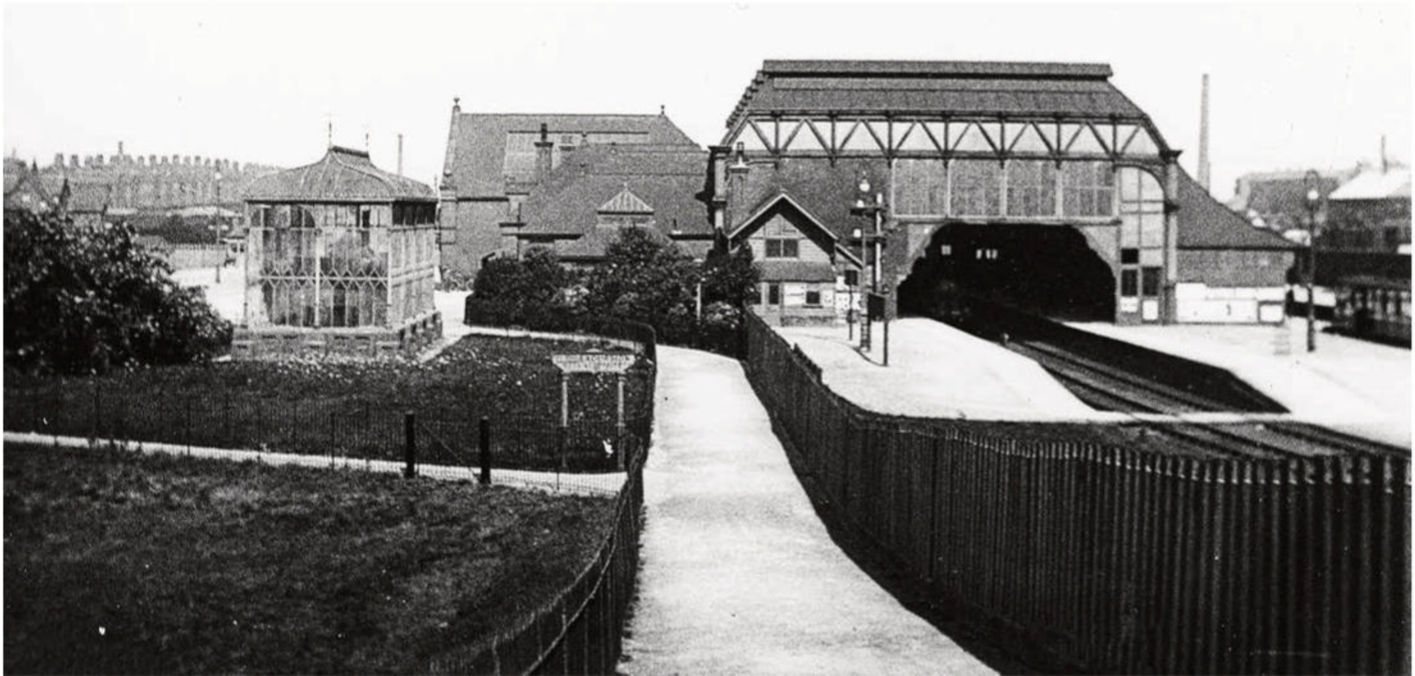
1913: A Hetton Colliery 0-4-0 was presented to the NER. It was initially thought to date from 1822 and be the work of George Stephenson and Nicholas Wood, so from when the Hetton Railway was completed. That made it the oldest working steam locomotive in the world and such a status saw it steamed at the head of the procession of engines at the 1925 centenary event for the Stockton & Darlington Railway. However, more recent research records the locomotive as *Lyon* of 1857, when either built or perhaps significantly rebuilt from an earlier engine, apparently at the behest of Sir Lindsay Wood, son of Nicholas Wood, the engineer undertaking this role being named Young. The Hetton Railway was eight miles long and linked the colliery at Haswell with staithes on the River Wear, and *Lyon* was withdrawn from service in 1912.

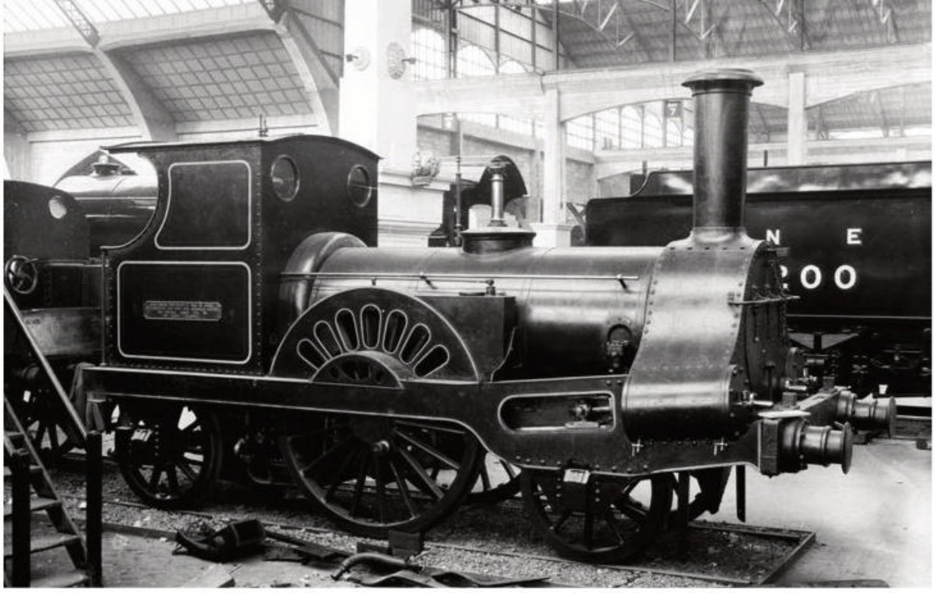
As an aside from the above list, there is also the locomotive first identified as *Bradyll,* again from a Hetton Colliery, although in terms of preservation this *circa* 1840-built 0-6-0 really enters the story once it was already a centenarian.

References to the initial place of preservation are not always easy to track down, for example the whereabouts of the ex-Hetton Colliery locomotive that we now know as *Lyon* elude us between 1913 and 1927 with the exception of the Stockton & Darlington centenary event.

Sadly, the first decade of the 20th century also saw its first – although it wouldn't be the last – instance of the scrapping of locomotives set aside for preservation. During George Jackson Churchward's absence on holiday in 1906, his deputy William Stanier was left in charge at Swindon. In his boss' absence he ordered the breaking up of both *North Star* and *Lord of the Isles*.

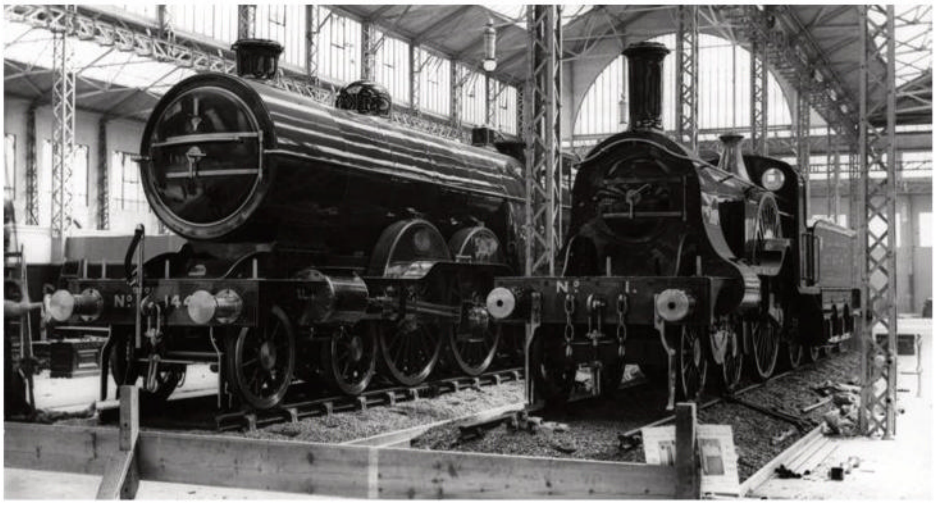
Preservation for Furness Railway 0-4-0 No 3 *Coppernob* in *circa* 1900 saw it take centre stage in a glasshouse immediately outside Barrow (Central) station, as recorded in this early 20th century scene, albeit the 1846 veteran of Bury, Curtis & Kennedy-build was possibly not that easy to photograph in this location. The nearby station plays host to a Furness Railway train and at this time it boasted an unusual trainshed, which would sadly be hit in a Luftwaffe bombing raid of 1941 that also resulted in shrapnel damage for *Coppernob*, hence a move to Horwich Works as a safe haven. The locomotive had been on display in Barrow for over 40 years but did manage to attend the British Empire Exhibition of 1924/25 at Wembley. R M Casserley Collection





The British Empire Exhibition ran from 23 April to 1 November 1924 and then from 9 May to 31 October 1925, although this view in the Wembley exhibition hall is dated 12 November 1925. Centre stage is ex-Grand Junction Railway 'Crewe' type 2-2-2 *Columbine*, which found preservation as the 'first engine built at Crewe'. The GJR was at the heart of the L&NWR's creation and this 6ft Single went on to serve through to 1877 thanks in part to an 1875 rebuild, and it thereafter took over the Bangor District engineer's job as *Engineer. Bangor.* The 2-2-2 served until 1902, was then preserved and is in an intermediate phase in this view. The *Engineer. Bangor* plates are gone and in its place is a plaque telling of the locomotive's Crewe heritage of 1845. Seek out the locomotive today and you will see it without the cab, so in pre-1875 guise. Also just in view is LNER 'K3' class 2-6-0 No 200, a Darlington-built engine of April 1925.
W Potter Collection/Kidderminster Railway Museum

The GNR set aside Stirling Single No 1 when it was withdrawn in September 1907 but public appearances were initially uncommon. That said, it was at the Imperial International Exhibition at White City that ran from May to October 1909. Standing side-by-side with Ivatt 'C1' class 'Large Atlantic' No 1442 of May 1908, likewise Doncaster-built, the two engines look resplendent at the heart of an 'East Coast Railways' stand that promoted not only the GNR but also the NER and North British Railway. No 1442 would end its days as LNER No 2872 in January 1947, by which time the Atlantics had long since been demoted by Gresley Pacific power.
Millbrook House/Kidderminster Railway Museum



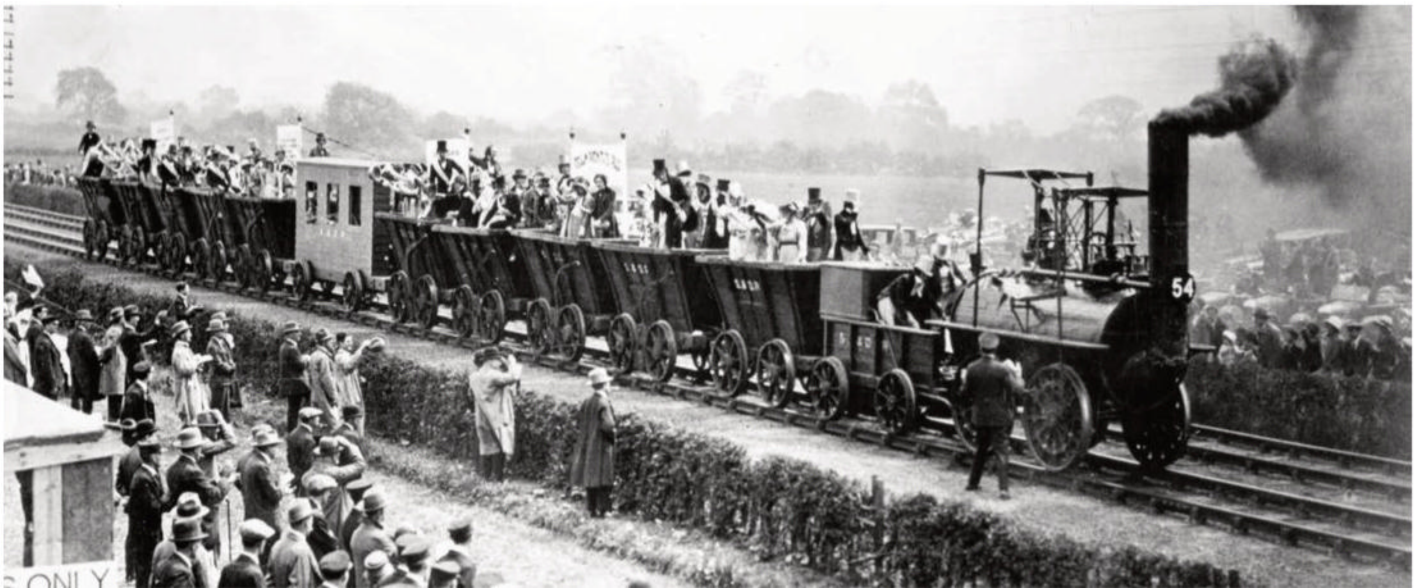
The Stockton & Darlington centenary

During the years of World War I, with the railways under pressure and almost anything that could turn a wheel being needed to sustain the war effort, any thoughts of setting anything aside for preservation were surely out of the question. Then, shortly after the war's end, came the upheaval of the Grouping.

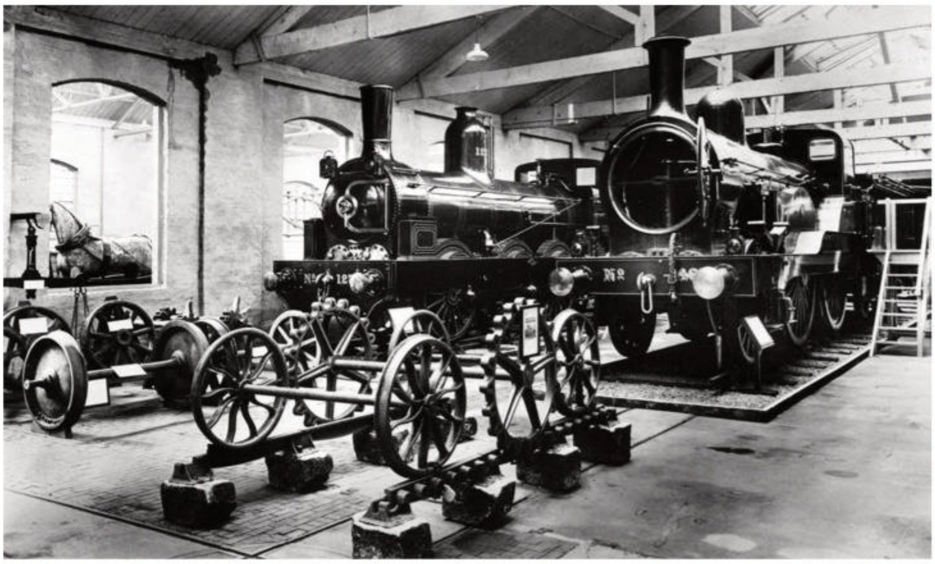
In north-east England the appreciation of local railway heritage was not lost, though. Since 1880, apparently, the NER's area superintendent at York, J B Harper, had been collecting material of historical interest. With Grouping approaching, in 1921 under Harper's leadership a large amount of material, including some locomotives and coaches (*sic* Dunstone), was assembled in and around the company's premises at York.

In 1925, the London & North Eastern Railway, as successors to the Stockton & Darlington Railway and the North Eastern Railway, held a grand cavalcade to mark the centenary of the opening of the S&DR. Led by the preserved Hetton Colliery 0-4-0, with *Locomotion* bringing up the rear, it featured visitors both ancient and modern from the other three 'Big Four' companies, as well as ancient and modern LNER locomotives. The cavalcade gave the opportunity for the locomotives and coaches that had been assembled at York to be seen in public. Several of the older LNER locomotives featured in the cavalcade went on to be preserved, although participation was no guarantee of survival.

Unsurprisingly, the star turn at the Stockton & Darlington centenary celebrations was that concern's 0-4-0 No 1 *Locomotion* of September 1825, which had been used in the opening ceremony 100 years earlier. Having watched a cavalcade of locomotives old and new, including S&DR 0-6-0 *Derwent* in steam despite being pensioned off from colliery work near Crook in 1898, the full Stockton & Darlington experience is at hand for a highlight of a run-past, *Locomotion* at the head of a train of cauldron wagons and with crew and passengers dressed in period costume to relive the historic opening of Britain's first public railway. It was not all plain sailing though as July 1828 saw *Locomotion* suffer a boiler explosion and be reboilered. One more rebuild proved enough to keep No 1 in S&D use until 1841 when sold off for colliery work. However, it had been 'plinthed' for 18 years by the time it was called up for centenary duties. Kidderminster Railway Museum Collection



The S&D event proved to be something of a stepping stone for the creation of an LNER railway museum in Queen Street, York, within the former Y&NMR erecting shop just outside the station on the up side. This view is undated but includes two early additions to the stud of locomotives. On the left is William Bouch designed 0-6-0 No 1275 of the North Eastern Railway, and its neighbour is the doyen of the Tennant class '1453' 2-4-0s of 1885. Blenkinsop wheels and rack railway are seen on display in the foreground. No 1275 represents the NER '1001' class 0-6-0s which had their roots with the Stockton & Darlington Railway and had come in many variations and from many builders, although a long boiler and short wheelbase was a constant; No 1275 dates from May 1874.
E Hankey Collection/Kidderminster Railway Museum



One particular visitor to the S&D centenary was from the Great Western Railway and was a replica *North Star* – it had been constructed that year as a replacement for the original, which had been scrapped in 1906.

Building on the popularity of the S&DR centenary cavalcade, in 1927 the LNER set up a railway museum in the old York & North Midland Railway erecting shop at Queen Street in York. Most of its occupants were former NER types, along with one ex-GNR locomotive. Representing one of the Southern Railway's forerunners, although it had been saved for posterity that year by the Stephenson Locomotive Society, was the 0-4-2 tender locomotive *Gladstone* of the London, Brighton & South Coast Railway. Although the LMS and GWR initially had no representatives in the museum, locomotives from both railways, as well as *Agenoria* from the Science Museum, subsequently went to York.

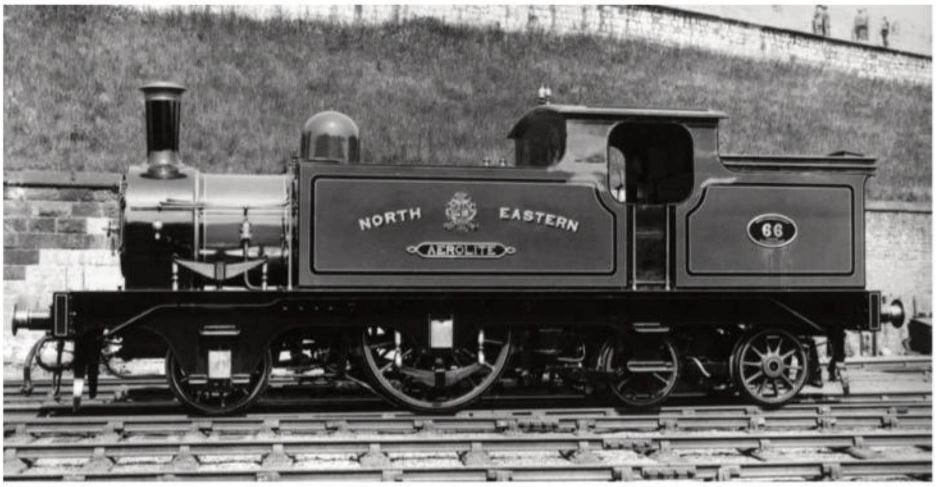
York Museum's original six occupants were:

Hetton Colliery 0-4-0 (1849)*
GNR 4-2-2 No 1 (1870)
NER 'long boiler' 0-6-0 No 1275 (1874)
NER 2-4-0 No 910 (1875)
LB&SCR 0-4-2 No 214 *Gladstone* (1882)
NER 2-4-0 No 1463 (1885)

* The Hetton 0-4-0 locomotive was believed to date from 1822 when saved and until a 2019/20 archaeological survey was carried out by Dr Michael Bailey MBE and Peter Davidson for the National Railway Museum. Preserved for almost a century at the time of the report, very little was known about the locomotive until then.

During the 1930s further locomotives were moved to York following their withdrawal from service: GWR 4-4-0 No 3717 *City of Truro* (built 1904) in 1931; NER 2-2-4T No 66 *Aerolite* (built 1869) in 1933; and GNR 4-4-2 No 990 *Henry Oakley* (1898) in 1937. In addition, *Columbine* was transferred from Crewe Works and *Agenoria* from the Science Museum, both at unknown dates during that decade. Of the above, only *Lyon* features in *Table One*, and the post-S&D/York Museum story is very much at the heart of *Table Two*, which covers locomotives saved prior to 1948 that were built once the 'Railway Mania' years had passed.

Some of the roads in York Museum were isolated, hindering comings and goings, but



Former NER 2-2-4T No 66 *Aerolite* is seen *circa* June 1934 at York, the city walls backdrop identifying the location as the ex-Y&NMR terminus, so it is most likely on hand to enter Queen Street museum. *Aerolite* has a complicated history as it was built by Kitson & Co Ltd for the Great Exhibition of 1851 and was sold in April 1852 to the Leeds Northern Railway, its original form being 2-2-2WT. Withdrawn after an accident at Otterington in 1868, since 1854 it was NER property. A 'renewal' of 1869 was followed by the loss of the name (1883), the addition of side tanks (1886), rebuild to 4-2-2T Compound (1892), rebuild to 2-2-4T (1902) and revival of name (1907). There were three number changes too – 369, 1478 and finally 66. Something of an oddity, salvation for *Aerolite* was doubtless due to its pet status gained by hauling the official saloon.
Millbrook House/Kidderminster Railway Museum

LNER 'C2' (GNR 'C1') class 'Small Atlantic' or 'Klondike' No 3990 *Henry Oakley* heads an up stopping train at Great Ponton, just south of Grantham on the East Coast main line. The view is undated but the size of the cab-side numerals is as sported in its last days, withdrawal coming about in October 1937. Thereafter the 4-4-2 was saved as the first of the Ivatt Atlantics (Doncaster, May 1898 as Works No 769). Rebuilt with superheating and piston vales in December 1922, this 4-4-2 ran as LNER No 3990 after January 1925 but would be restored to GNR guise in preservation. Notably it would not be just a museum piece at York as in 1953 *Henry Oakley* joined large-boilered Atlantic No 251 on main line trips to celebrate the centenary of Doncaster Works.
J Marshall Collection/Kidderminster Railway Museum

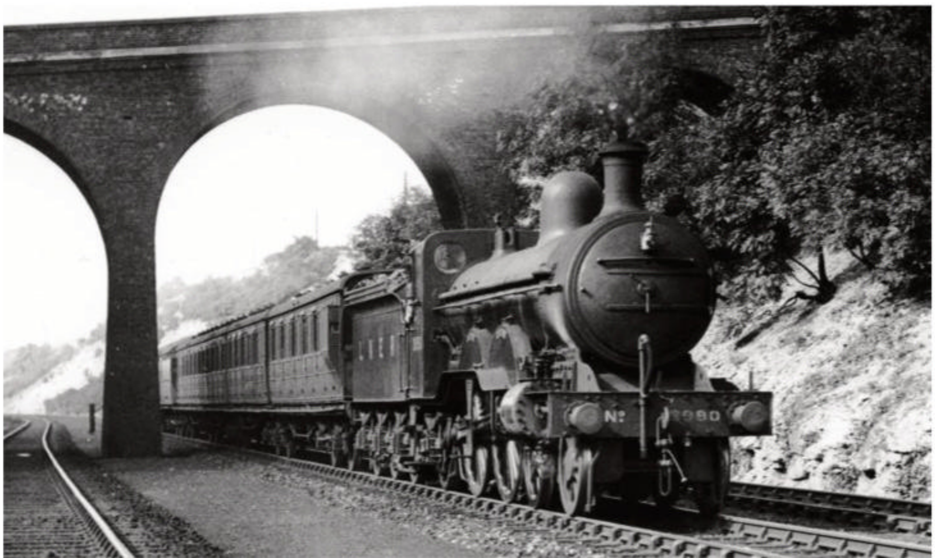


Table Two

Locomotives preserved *circa* 1947/48: post-1850

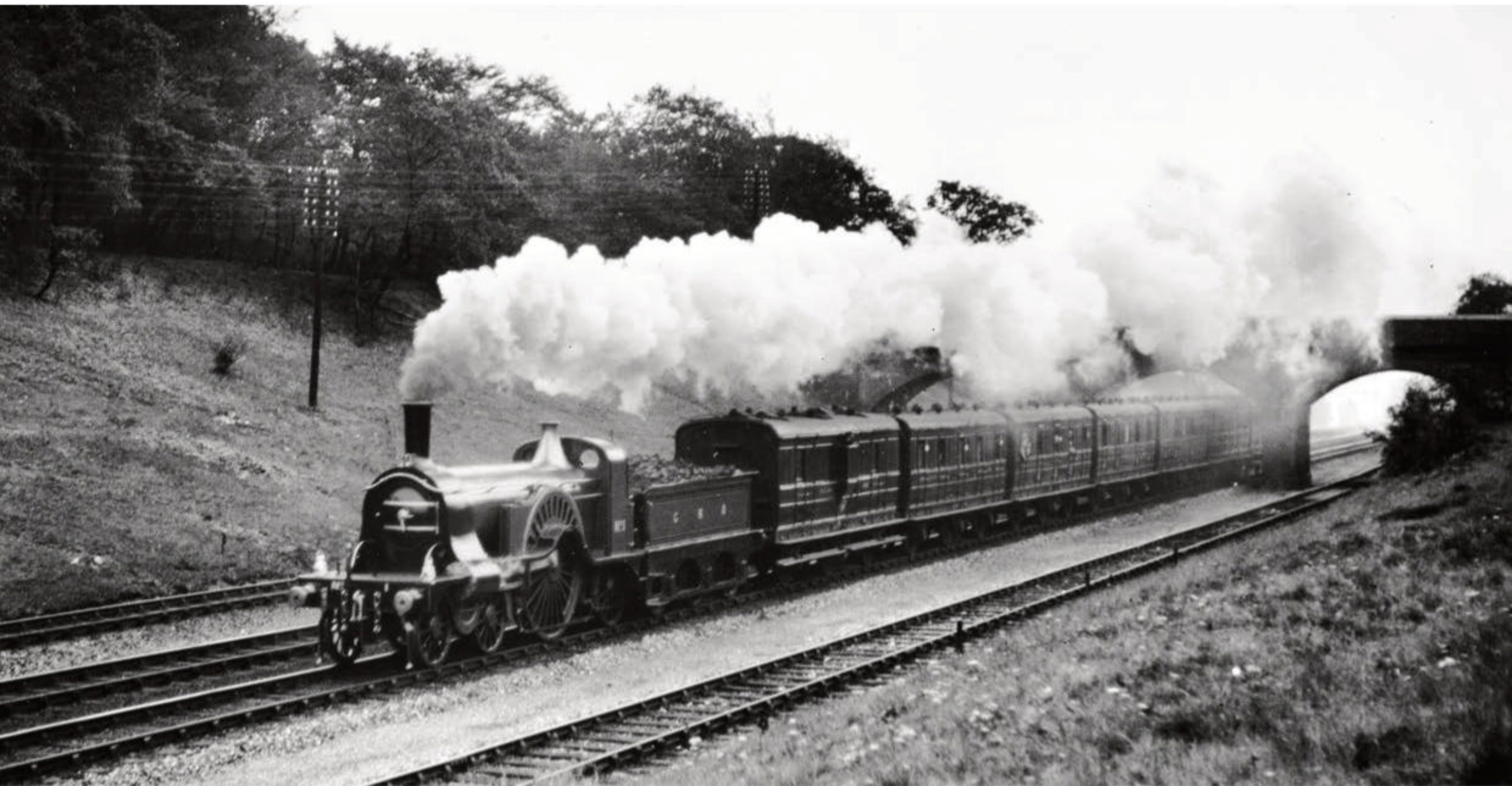
Locomotive	*Original Co*	*Type*	*Built*	*Withdrawn*	*Preserved by*	*Known locations in preservation pre-1948*	*2023 location*
Shannon/104/1863, 5 ('Jane')	S&PR, L&NWR, WTC	0-4-0WT		1857	Dec 1945	Wantage Road station (1948)	Didcot Railway Centre
Pet	L&NWR	0-4-0STT	1865	1929		Crewe Works	NRM, York
158/158A/2/20002	MR, LMS	2-4-0	1866	Jul 1947		Derby Works	Barrow Hill
Tiny/2180	SDR, GWR	0-4-0WT	1868	early 1880s	1927	Newton Abbot station	South Devon Trust Museum
66/1478 *Aerolite*	NER, LNER	2-2-4T	1869	Jun 1934	Jun 1934	LNER Museum, York	NRM, York
1	GNR	4-2-2	1870	Sep 1907		LNER Museum, York	Locomotion, Shildon
1275	NER, LNER	0-6-0	1874	Feb 1923	1923	LNER Museum, York	NRM, York
910	NER	2-4-0	1875	Jan 1925	by 1927	LNER Museum, York	Stainmore Railway, Kirkby Stephen
82/682/380S *Boxhill*	LB&SCR, SR	0-6-0T	1880	Aug 1946		Brighton Works?	NRM, York
214/618/B618 *Gladstone*	LB&SCR, SR	0-4-2	1882	Apr 1927	May 1927	LNER Museum, York	NRM, York
1463	NER, LNER	2-4-0	1885	Aug 1927		LNER Museum, York	Head of Steam, Darlington
123/14010	CR, LMS	4-2-2	1886	Apr 1935		St Rollox Works	Glasgow Riverside Museum
790/5301 *Hardwicke*	L&NWR, LMS	2-4-0	1892	Jan 1932		Crewe Works	NRM, York
563/E563/563	L&SWR, SR	4-4-0	1893	Aug 1945	Jan 1948	Eastleigh Works	Swanage Railway*
103/17916	HR, LMS	4-6-0	1894	Oct 1934		St Rollox Works	Glasgow Riverside Museum
990/3990 *Henry Oakley*	GNR, LNER	4-4-2	1898	Oct 1937	by Jan 1938	LNER Museum, York	NRM, York
251/251N/3251/2800	GNR, LNER	4-4-2	1902	Jul 1947		Doncaster Works	Danum Gallery Library & Museum, Doncaster
3440/3717 *City of Truro*	GWR	4-4-0	1903	1931	Mar 1931	LNER Museum, York	Steam Museum, Swindon

CR – Caledonian Rly, GNR – Great Northern Rly, GWR – Great Western Rly, HR – Highland Rly, LB&SCR – London, Brighton & South Coast Rly, MR – Midland Rly, NER – North Eastern Rly, S&PR – Sandy & Potton Rly, SDR – South Devon Rly, WTC – Wantage Tramway Co.

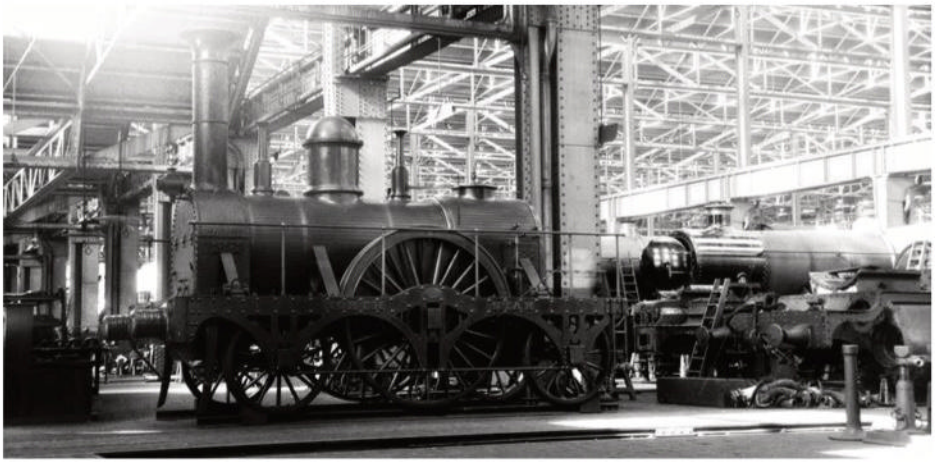
* Undergoing a return to steam.

worthy of note is the use of GNR No 1 on the main line in 1938. Famed for its role in the London-Edinburgh 'Railway Race to the North' of 1888, on 24 August 1938 it was used by the LNER on a half-day excursion entitled 'The Old Flying Scotsman Party', which was advertised as running with 'old 1888 East Coast coaches' and ran from London (King's Cross) to Cambridge and back; departure times were 11.04am from London and 6.35pm on the return. A subsequent tour was also run as 'The Old Flying Scotsman' and was for the Railway Correspondence & Travel Society. It ran on 11 September 1938 and used seven vintage six-wheeled coaches. Appropriately, it ran between King's Cross and Peterborough (North), so East Coast main line throughout, and it was the first RCTS tour. Although preserved engines had seen steamings as part of anniversary celebrations such as those for the Stockton & Darlington Railway, these trains with GNR 4-2-2 No 1 were certainly a step up in regard to the revival of a preserved locomotive that had been out of use for some years (it was withdrawn in September 1907 having completed an estimated 1,404,663 miles). No 1 was also photographed in Lincoln on 24 September 1938 so perhaps it played a small role within the *Lincolnshire Evening Telegraph*-organised 'Blackpool Excursion' of 24/25 September, albeit Cleethorpes was the starting point and the fourth pick-up point was Scunthorpe, so the train itself was not via Lincoln.

One of the most surprising resurrections from the preserved ranks was the dusting off of Stirling 4-2-2 No 1. Retired in 1907, no less than 37 years later the elegant Single could be found recreating the 'Flying Scotsman' service of *circa* 1888. The first trip was to Cambridge on 24 August 1938 but the pictured train is the RCTS special from King's Cross to Peterborough and back on 11 September. It is passing Hadley Wood in the capable hands of driver Hoskins and fireman C E Thomas, who were accompanied by inspector Bramwell. The rake is 1888 East Coast Joint Stock six-wheelers and demand for seats easily outstripped capacity. This trip was a resounding success for the RCTS, honorary president and chairman H J Stretton-Ward writing in the *Railway Observer* of how the 'interesting but lifeless relic' from York museum achieved nearly 70mph at one point in the day.
Millbrook House/Kidderminster Railway Museum



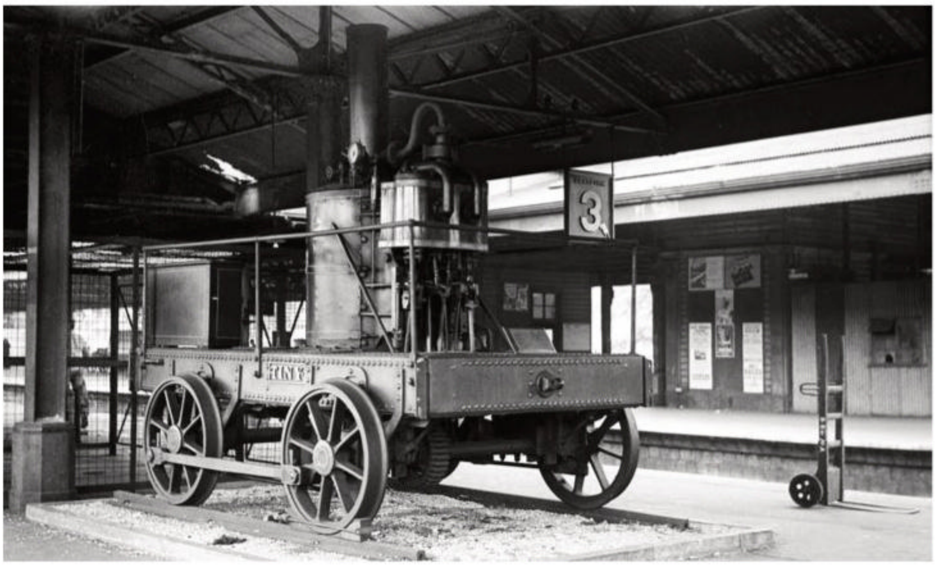
The destruction of two previously saved broad gauge (7ft 0¼in) engines under William Stanier in 1906 clearly ruffled some feathers at Swindon to the point where the bits of 2-2-2 *North Star* (Stephenson, 1837) were rounded up and a 'replica' built in time to attend the Stockton & Darlington centenary event. This view dates from 5 March 1933 and finds the new *North Star* in Swindon Works 'A' Shop. Photographic evidence from as early as the end of June 1936 records the next stage for *North Star*, to be raised high up on a dedicated elevated plinth of girders within 'A' shop, well out of harm's way, and by June 1953 the surviving 8ft driving wheelset from *Lord of the Isles* would be placed alongside on the shop floor. V R Webster/Kidderminster Railway Museum



Elsewhere during the inter-war years

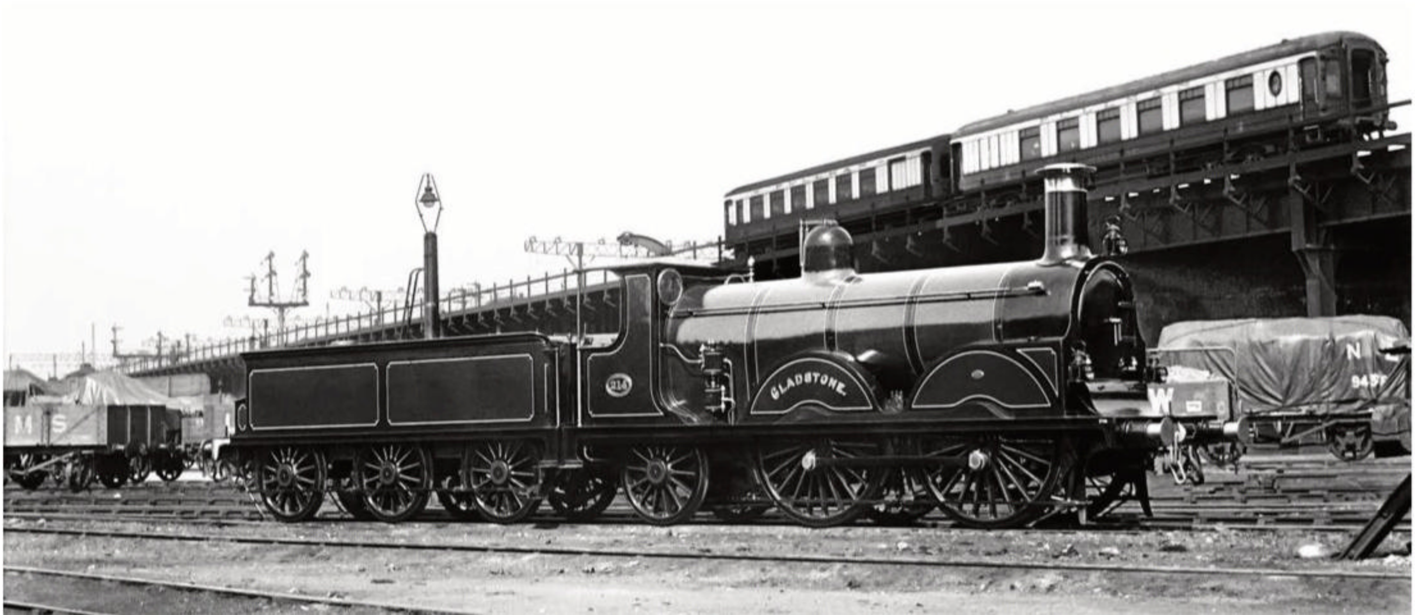
As we have seen, the GWR, perhaps responding to public enthusiasm, had a replica of *North Star* constructed in 1925 for the S&DR centenary cavalcade, and then sent *City of Truro* to York Museum in 1931. It had also had the former South Devon Railway broad gauge vertical-boilered 0-4-0T *Tiny* of 1868, which had served to power machinery at Newton Abbot Works for the past 44 years, plinthed at Newton Abbot station in 1927. So far, the Southern Railway, perhaps more strapped for cash and intent on pursuing an electrification agenda, did nothing to restore any locomotives for preservation, other than carrying out the restoration of *Gladstone* for the Stephenson Locomotive Society. However, the biggest of the 'Big Four', the London, Midland & Scottish Railway, while not setting up any museum facilities like its neighbour the LNER, was rather more active on the preservation front than the SR and GWR.

On the LMS, further locomotives started to be set aside at Crewe Works to await restoration after their withdrawal from service. So, former London & North Western Railway 2-2-2 No 3020 *Cornwall* of 1847 joined its sister *Columbine* in the Crewe Works paint shop in 1927, to be followed by the narrow gauge 0-4-0ST works shunter *Pet* of 1865 in 1929. These were followed by L&NWR 2-4-0 No 790 *Hardwicke* of 1892 in 1932.

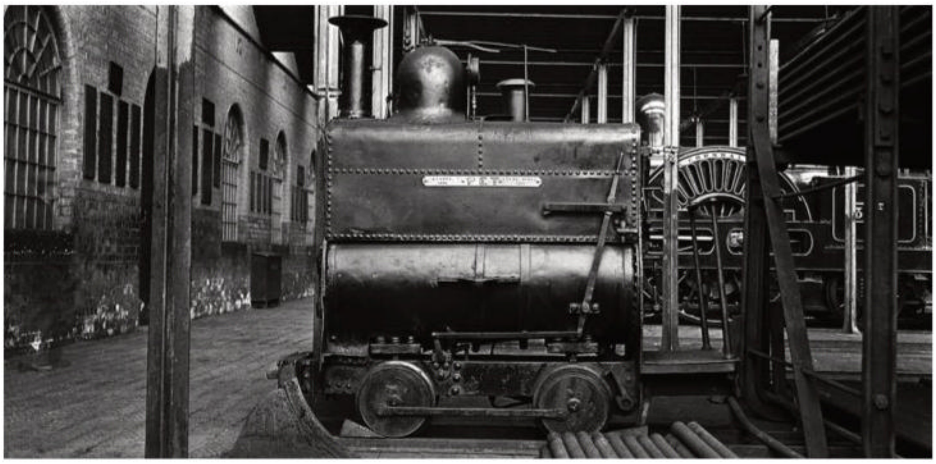


Considering the significance of the broad gauge to GWR history it is interesting to note that the 1906 scrappings meant that no original locomotives survived as such, but 1927 saw former South Devon Railway broad gauge 0-4-0WT *Tiny* back engineered after years of railway workshop use in Newton Abbot. It was then given a plinth on Newton Abbot station, where it resided until a 1980 move to Buckfastleigh. This view dates from August 1949, before a fence was erected around the locomotive. Built in 1868 by Sara & Co of Penrhyn, *Tiny* was used on the Sutton Harbour branch in Plymouth and became GWR No 2180 in 1876 when the South Devon Railway was amalgamated with the Great Western. One of three of its type, they had a water capacity of just 80 gallons; the others were converted to standard gauge and scrapped. W Potter/Kidderminster Railway Museum

May 1927 saw William Stroudley-designed LB&SCR 'B1' class 0-4-2 No 214 *Gladstone* saved by the membership of the Stephenson Locomotive Society, and it was then restored by the Southern Railway to the full glory of its Stroudley improved engine green 'Brighton' livery. No 214 was completed at Brighton Works in December 1892 and was withdrawn from service as SR No 618 in April 1927, so the SLS was both pioneering and very much on the ball in regard to securing the purchase. This photograph records *Gladstone* in Battersea goods yard while making its way north for the LNER museum in York. Note the Pullman coaches and the ex-LB&SCR 6,700 volt AC catenary above the yard. Steve Armitage Archive



Particularly notable as a first narrow gauge salvation was that of *Pet*, an ex-L&NWR 0-4-0ST of the 18in gauge internal railway that serviced the various shops at Crewe Works. It was the brainchild of John Ramsbottom and served until 1935, seven steam locomotives seeing use on the network of lines. *Pet* is recorded at the back of the paint shop at Crewe on 3 March 1942. This location was chosen within the works as a gathering point for locomotives set aside for preservation, and close inspection reveals that 1847-built 2-2-2 No 3020 *Cornwall* is in the background.
L W Perkins/Kidderminster Railway Museum



Another preserved locomotive to pass through the works at Crewe in this era was Liverpool & Manchester Railway 0-4-2 No 57 *Lion* of 1838. Not actually owned by the LMS but by the Liverpool Engineering Society, this engine had not turned a wheel in service since around 1875. It had been disposed of by the L&NWR to the Mersey Docks & Harbour Board for £400 in 1859. They used it as a shunting engine and then, minus a pair of wheels, to power a pump. Resurrected from the docks in 1927 and gifted to the society, it was restored for them to something like original condition at Crewe Works in time for the centenary celebrations of the Liverpool & Manchester Railway in 1930, which included an event at Wavertree Park in Liverpool on 13 September. On that day *Lion* was in steam and working a rake of six replica coaches, three enclosed and three open vehicles. Also on display were, at least, Midland Railway 4-2-2 No 118, L&NWR 2-2-2 No 3020 *Cornwall*, LMS Fowler 2-6-4T No 2389, Fowler 0-8-0 No 9599 and LNER 'W1' 'Hush-Hush No 10000, the latter first trialled in December 1929.

Replicas on display at Wavertree included the GWR's 2-2-2 *North Star* and a recreation of the Liverpool & Manchester Railway's 0-2-2 *Rocket* that had been built by Robert Stephenson & Co Ltd specifically for the centenary – the original locomotive by now a museum exhibit in London – while the anniversary also saw the remains of another Rainhill trials competitor gathered up to give new life to *Novelty.* Designed by John Ericsson and John Braithwaite, the 0-2-2WT is considered to be the first ever tank engine and had achieved 28mph in the trials but lost out to *Rocket* and in due course worked for the St Helens & Runcorn Gap Railway. *Circa* 1833 it received new cylinders and a new boiler and, extraordinarily, all of the wheels and both cylinders (thought to be the 1829 ones) survived at 1929 and the wheels and one cylinder were used to recreate the locomotive, albeit not in a working form. Subsequently, a 1988-rebuild, so post-Rocket 150, would see batteries and an electric motor added to allow movement, so *Novelty* is not a replica; it now resides at the Manchester Museum of Science & Industry.

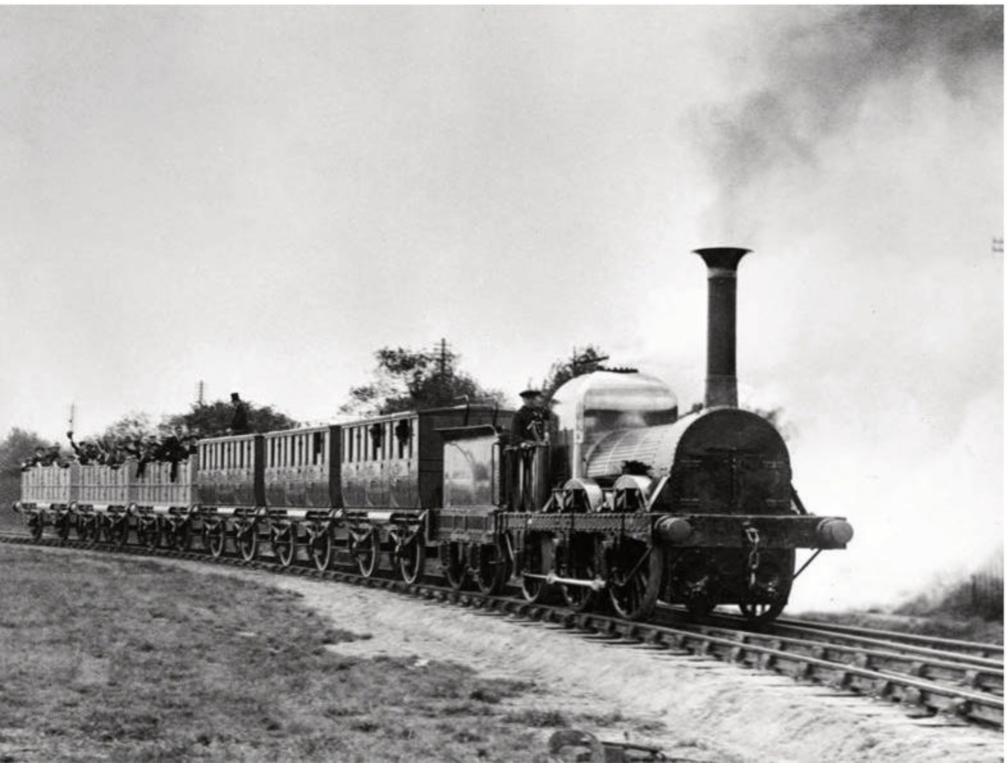
In regard to *Lion*, after the 1930 Liverpool & Manchester Railway anniversary it was used for exhibitions or filming, including the *Titfield Thunderbolt*, and it was displayed on a plinth at Liverpool (Lime Street) station until 1941, when it retreated to the shelter of Crewe Works lest it be destroyed in an air raid.

Over at Derby Works, events began to follow a similar path to those at Crewe. First of all, Midland Railway 4-2-2 'Spinner' No 673 of February 1899 (originally No 118 until 1907), which had taken part in the 1925 S&D centenary celebrations, was set aside, restored to its MR livery in the Derby paint shop in 1927. Between 1928 and 1931, this locomotives was joined by four other locomotives as they were withdrawn from service. Each was restored to original livery, which in the case of the fourth locomotive involved Derby painting it in L&NWR blackberry black! The four chosen engines were:

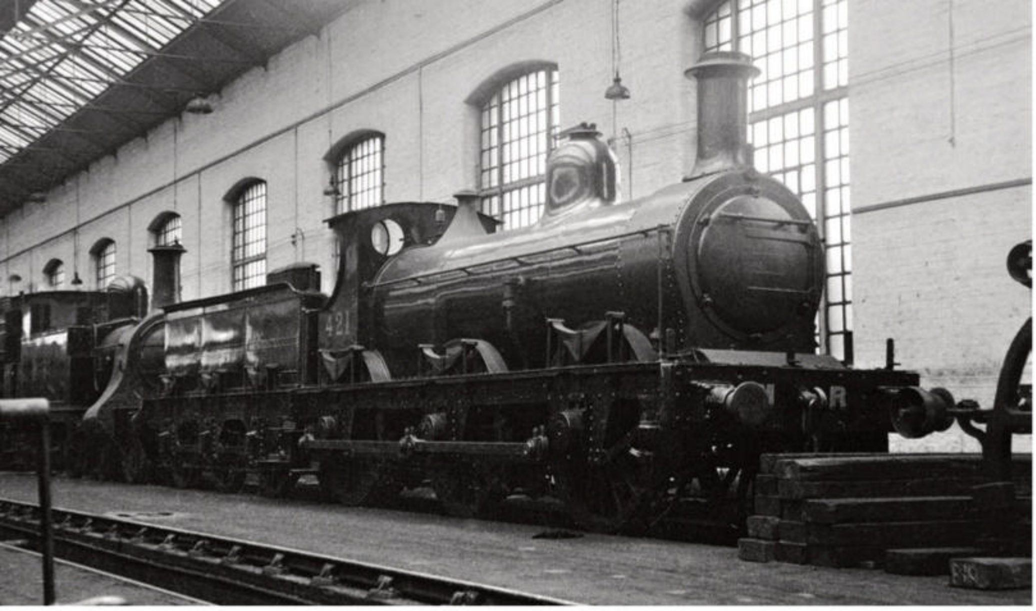
MR Kirtley '240' class 0-6-0 No 421 (1856)
MR Kirtley '156' class 2-4-0 No 156A (1866)
MR Johnson '6' class 0-4-4T No 6 (1875)
North London Railway 4-4-0T No 6 (1909)

A 'renewal' of an 1894 locomotive, the NLR tank dated from the year that the L&NWR took over management of the NLR and it was withdrawn for preservation in June 1929 and was bearing its LMS number, 6445. Disaster then struck, and the villain of the piece was once again that man W A Stanier. Newly arrived at Derby from Swindon in 1932 as chief mechanical engineer of the LMS, he found the five engines taking up space in the Derby paint shop and ordered their scrapping. It was only with a lot of pleading that the 'Spinner' was spared.

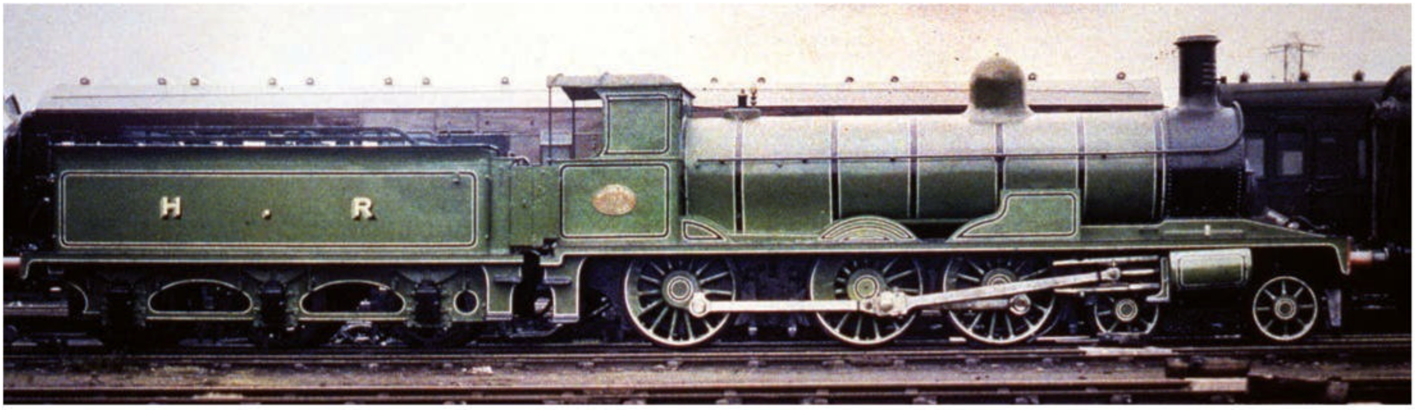
At the St Rollox Works of the LMS in Glasgow, two locomotives were set aside for preservation. Firstly, former Highland Railway 'Jones Goods' class 4-6-0 No 103 of 1894 was saved in 1934 and then former Caledonian Railway 4-2-2 No 123 of 1886 joined it in 1935. The former was Britain's first 4-6-0 class, while the latter saw use in the 1888 'Railway Race to the North'.



A visit to Wavertree Park, Liverpool on 13 September 1930 finds the Liverpool & Manchester Railway centenary celebrations in full flow, complete with L&MR 0-4-2 *Lion* heading a train of replica coaches, which certainly elevated the ability to 'step back in time' for this event, with crew and passengers in period dress. After its use as nothing more than the ability to power workshop machinery in Liverpool, the Crewe Works revival of *Lion* saw it become a firm favourite with many enthusiasts, and doubtless the general public too once the 1838-built locomotive appeared in the *Titfield Thunderbolt* movie.
J H L Adams Collection/Kidderminster Railway Museum

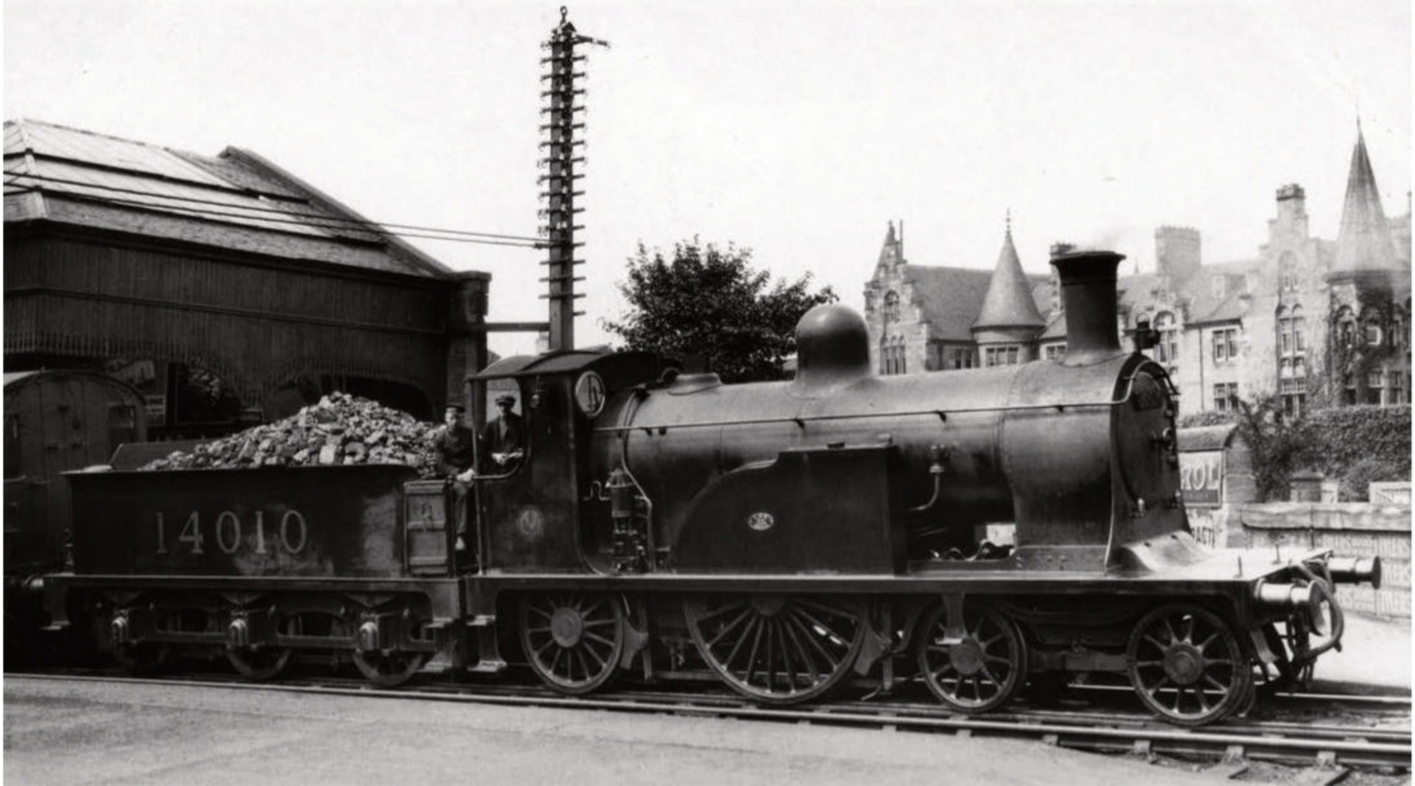


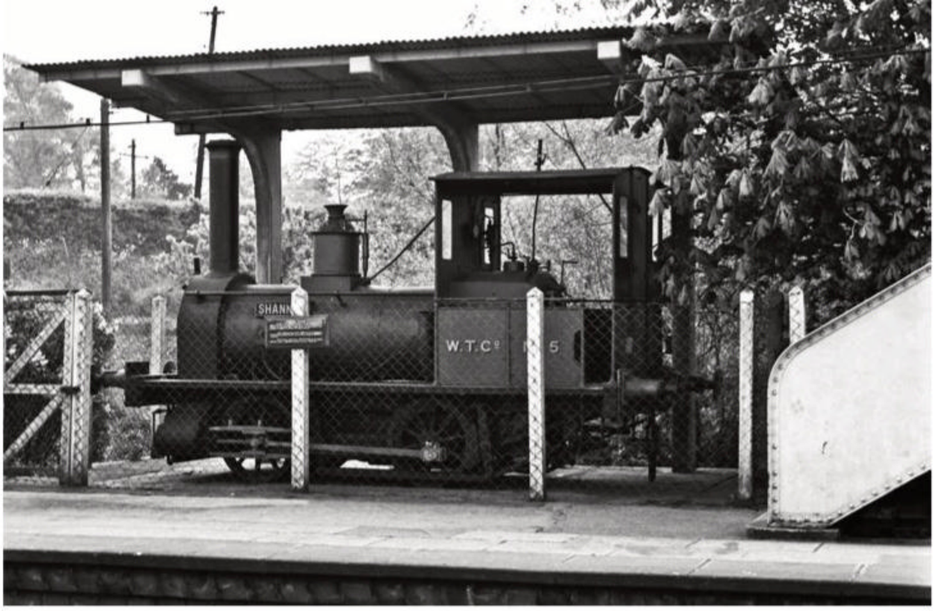
A visit to the Derby Works paint shop on 17 May 1931 gave photographer V R Webster the opportunity to record on film something of a gathering of newly preserved locomotives set aside by the LMS, including this Kirtley 0-6-0. A class '240' or 'Standard Goods, it was new from Kitson & Co Ltd in August 1856 as Midland Railway No 401 and since concluding its service days in 1925 it has been repainted in its second Midland Railway guise. It was No 421 from 1857 until 1907, and it thereafter operated as No 2320, and then 2385 once an LMS asset as a '1F'. Beyond is an ex-North London Railway 4-4-0T as LMS No 6445. Sadly, both of these engines would be cut up on the orders of W A Stanier, the deed coming to fruition in 1932. VR Webster Kidderminster Railway Museum



A rare colour view of Highland Railway 'Jones Goods' class 4-6-0 No 103 as first restored by the LMS. One of a class of 15 locomotives, it was Britain's first 4-6-0 and saw revenue earning use from September 1894 through to July 1934. It was soon transformed from LMS No 17916 into green, presumably a shade chosen by matching previous layers of paint on the locomotive, but there was disquiet. David Jones had a two-tone olive green scheme with red-black-white lining, while Peter Drummond (his successor from 1898) opted for a darker green. The livery was thought to be something of a halfway house, close to the Jones light green but with Drummond lining. The 4-6-0 was kept at St Rollox and would eventually emerge in preserved main line service 25 years later, and by then in a very striking ochre Highland Railway livery of the Stroudley era (pre-Jones), and certainly in a livery that was never previously carried by the 'Jones Goods' class. Colour-Rail.com/129713

One-off Caledonian Railway 7ft Single No 123 is seen as LMS No 14010 in its latter days of everyday service, when kept at Perth shed and used on the lightly-loaded passenger service to Dundee (West) until withdrawn for preservation in April 1935. Rated '1P' by the LMS, the 4-2-2 awaits departure from Perth, the backdrop being provided by the Station Hotel. Note the wooden cab door, and the early LMS livery where the cab side-sheet has the LMS crest and the running number is on the tender. With 'Caley' backing, this locomotive was built by Neilson & Co Ltd (Works No 3553) for the Edinburgh International Exhibition of 1886 and won a gold medal, and two years later it was involved in the Railway Race to the North. The popularity of this engine proved enduring and it became something of a pet at Perth, which proved to be a natural path to preservation.
Millbrook House/Kidderminster Railway Museum





Shannon is something of an oddity in that the GWR only purchased the locomotive in 1946 once its final railway, the Wantage Tramway, ws closed. This had weaved a sinuous path north to the GWR's Wantage Road main line station between Didcot and Swindon, where in the first months of British Railways the locomotive would be placed on a plinth. This view is recorded on 4 May 1957, the 0-4-0WT being a feature on the up platform until this intermediate station was closed to passengers from 7 December 1964. _Shannon_ then found a haven at nearby Grove, at the Atomic Energy Authority, but in due course it has ended up at Didcot with the Great Western Society. One of only five George England & Co Ltd locomotives to survive, it dates from 1857 and first served on the Sandy & Potton Railway.
M J Reade/Colour-Rail.com/23199

The war years and after

During World War II, the preserved locomotives managed to escape being damaged, by and large, but for some it was a close-run thing. *Coppernob*, sitting in its glass pavilion at the railway station, was shot-up and the pavilion destroyed during an air raid on Barrow-in-Furness in May 1941. Thereafter it was removed to the relative safety of Horwich Works. The removal of *Lion* from its plinth in Liverpool has already been remarked upon and, at York, some of the museum locomotives were dispersed to rural locations for safer keeping, thus avoiding possible destruction such as that which happened to one of the Gresley 'A4s' during an air raid at York in April 1942. Fortunately, the value of these locomotives seems to have been recognised and they were not broken up to provide material for armaments during one of the periodic wartime scrap drives.

A glance at withdrawal dates in *Table Two (see page 49)* highlights a flurry of locomotives that appear to have been withdrawn from service in the early post-war period with preservation already in mind.

July 1945: Former North Eastern Railway class 'M' 4-4-0 No 1621 of 1893 was withdrawn as LNER class 'D17/1' and transferred to the York Museum collection.

December 1945: The Wantage Tramway closed on 19 December and 0-4-0WT No 5 was purchased for £100, so was saved for preservation. Built for the Sandy & Potton Railway by George England & Co Ltd in 1857, landowner Captain William Peel was key to the scheme and named the well tank *Shannon* after HMS *Shannon*, a frigate that he had commanded. The S&PR was taken over by the Bedford & Cambridge Railway in 1860, which in turn was absorbed by the L&NWR in 1862. The George England locomotive became that company's No 1104, and later No 1863, and saw trial use at the Cromford & High Peak line before becoming a Crewe Works shunter. It was sold to the WTC in 1878 and was unofficially known as *Jane.* The line linked to the GWR main line at Wantage Road and No 5 was overhauled at Swindon, at least in 1882 (new cylinders), 1896, 1921 and 1939. In its latter days No 5 gained a works plate that read 'Registered by GWR No 209, 1941'. It was in preservation that WTC No 5 regained its *Shannon* name and its public display was clearly in mind pre-BTC but was not achieved until early 1948, certainly by 10 May. It was mounted on a pedestal at Wantage Road station, the roof of the building being extended to offer the diminutive locomotive some protection.

August 1946: Brighton Works shunter Stroudley 'A1' 0-6-0T No 380S was withdrawn by the Southern Railway and within the year it was repainted in its original guise as LB&SCR No 82 *Boxhill.* Soon a BTC asset, it seems that no immediate plan for its display was to hand.

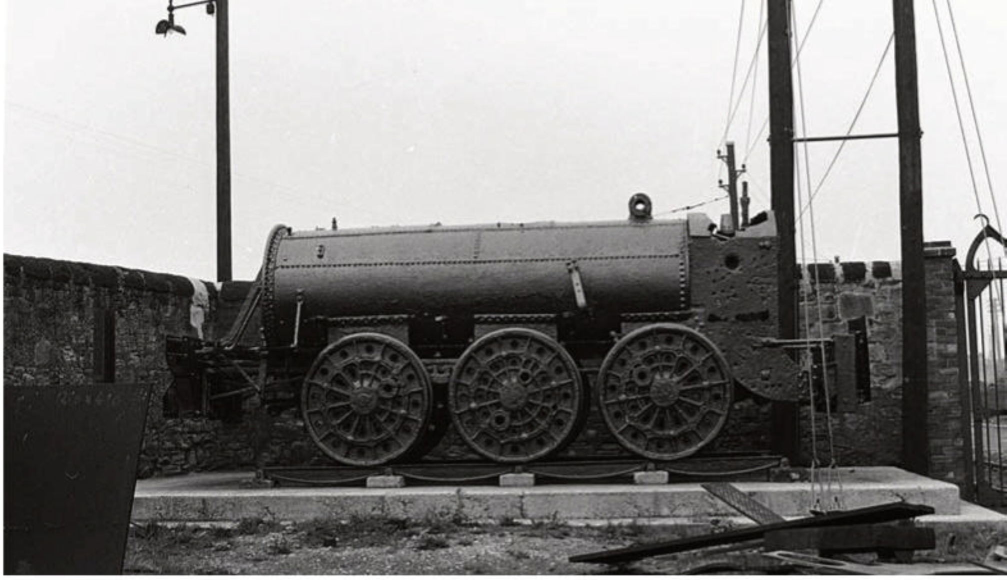
July 1947: The pioneer Great Northern Railway 'C1' large-boilered Atlantic of 1902 was withdrawn as LNER No 2800 and set aside at Doncaster to await preservation in its original guise as GNR No 251. In the same month, Midland Railway Kirtley class '53' 2-4-0 No 20002 of 1866 was also withdrawn and moved to Derby Works for restoration to MR livery. New as No 158, it had been rebuilt in both December 1881 and again in June 1897, so it would be restored with the number 158A, which it gained when added to the duplicate list in August 1896 and carried until October 1907.

At the beginning of 1948, all of the preserved locomotives at York (with the exception of *Gladstone*), Darlington Bank Top, Doncaster, Swindon, St Rollox, Crewe (with the exception of *Lion*), Horwich, Derby and Newton Abbot passed into public ownership. Together with those at the Science Museum already in public custodianship, they came to form what has been termed in later years the National Collection.

While conscious of not re-treading ground as we near the timeline for the previous article ('Building up the National Collection – the BTC years: 1948-62', *Steam Days*, September 2022), there are two other locomotives that deserve a mention at this point, London & South Western Railway 'T3' class 4-4-0 No 563, and a *circa* 1840 colliery locomotive. It could be argued that both don't quite fit the remit for this feature, but both found a lifeline to preservation in the 1947/48 period, one as the Southern Railway looked ahead to celebrate a centenary and the other in the aftermath of the nationalisation of the coal industry from 1 January 1947. Both went on to become part of the National Collection.

A look at the promotional material for the centenary celebrations of London (Waterloo) station reveals some Southern Railway rather than British Railways (Southern Region) branding despite the date being 14 June 1948, so it looks to have been driven by a pre-nationalisation keenness to celebrate both the SR and L&SWR before it. To all intents and purposes, No 563 had sailed close to the wind since failing on the Fawley goods on 9 March 1939 and then being condemned, the looming war seeing it reinstated the following month and placed in store. After the outbreak of war it was repaired and repainted and it served again from 2 November 1939 until August 1945. It was then stored outside at Eastleigh until January 1948 when towed away to Kimbridge Junction to await breaking up at Dinton. It was at that point that SR management cottoned on that there would be no William Adams-designed engines and tenders available for the Waterloo event unless action was taken to save one of the engines at Kimbridge Junction; No 563 was the lucky locomotive.

Another near loss in the 1940s might well have been the locomotive initially identified as *Bradyll,* and in fact it was probably lucky to see the 1880s! *Circa* 1948, with the National Coal Board just created, it was identified as being of the South Hetton Railway, dating from 1840 and being a product of Timothy Hackworth of the Soho Works in Shildon. Out of use by 1875, it was stripped of such things as its cylinders and converted into a snowplough and thus was still in existence and, thankfully, was on an isolated section of track when the wartime call for scrap was made, so had survived that scare. Post-war, this 0-6-0 found itself positioned at the works gates to the former South Hetton Company's Philadelphia Works as a gate guardian. It was regularly painted with a tar-based paint which helped to hold off deterioration of the remaining hulk, and would remain *in situ* until at least 6 May 1973 before a move to Shildon, in theory its home town.



Believed to date from *circa* 1840s, the post-war display of this ancient 0-6-0 as a gate guardian at the South Hetton Company's Philadelphia works came complete with identification as *Bradyll*, there was even a painted sign with historical details, but by then there were no identifying markings. One thing was known, however, that its long survival was due to conversion and use as a snow plough (some of the added structure can still be made out in this view) otherwise it may not have survived beyond 1875. However, the correspondent behind a 'Snowplough, South Hetton Colliery' feature in *The Locomotive* in 1919 noted that it had the number 2 and name *Nelson*, so was actually a completely different engine. But what is certain is that it is the oldest 0-6-0 in Britain and it now resides at Locomotion in Shildon. Colour-Rail.com/20850c

Significantly, it is the oldest 0-6-0 that survives but actually it appears to be East Hetton Colliery No 2 *Nelson*. Back in December 1919 *The Locomotive Magazine* showed the locomotive as converted in snowplough form, and the accompanying detail in regard to identification came to light during research in the 1990s. In addition, from what remains it is evident that the cylinders were inclined and mounted on the smokebox and drove the rear set of wheels, which was not the practice of Timothy Hackworth – its builder and build date remain uncertain but 1839/40 seems likely and Fossick & Hackworth are among four likely builders. Cosmetic restoration was undertaken in the 1990s but *Nelson* is not to be restored.

Some more that got away

The sorry saga of the scrappings at Swindon in 1906 and Derby in 1932 has already been related but there were some other significant losses of locomotives earmarked for preservation over the years under review in this article.

One of the Blenkinsop rack locomotives built by Fenton, Murray and Wood in 1812/15 was set aside for preservation after it had been withdrawn in 1835. These locomotives operated on the Middleton Railway in Leeds and are regarded as being the world's first commercially-successful steam locomotives. Unfortunately, the locomotive which had been saved was then scrapped in error in 1860.

In the late 1930s, two other instances of scrapping of locomotives which had been intended for preservation took place. Both of these were brought on by the need for armaments with the onset of World War II.

Withdrawn on Christmas Eve 1937, the last of the former North British Railway Atlantic locomotives, by this time LNER 'C11' No 9875 *Midlothian*, was saved from scrapping in 1938 on the personal orders of the LNER chairman, albeit carried out rather tardily by chief mechanical engineer Nigel Gresley. This followed an appeal to head office by the area superintendent in Edinburgh. By the time the orders reached the operating department, the 4-4-2 locomotive was being broken up. It was hastily reassembled, using parts from other locomotives in some cases, and put back into traffic on 17 June 1938. However, in November 1939 it was withdrawn again with a seriously weakened main frame and scrapped. With a war on, there was neither time nor resources available for repairing locomotives only for them to then sit inactive.

Finally, although the Southern Railway never got round to putting any locomotives into museum condition (possibly with the exception of *Boxhill*), a small group of locomotives was assembled at Eastleigh during the 1930s and then stored rather than being scrapped. This was with a view to their eventual preservation. The group comprised Isle of Wight Railway 2-4-0T No 13 *Ryde* of 1864, London & South Western Railway 0-6-0ST No 0332 of a W G Beattie-design from the late 1870s, and the unique Dugald Drummond L&SWR 4-2-4 locomotive/inspection saloon from 1899, nicknamed 'The Bug'. All of these were scrapped at the start of World War II.

STEAM DAYS

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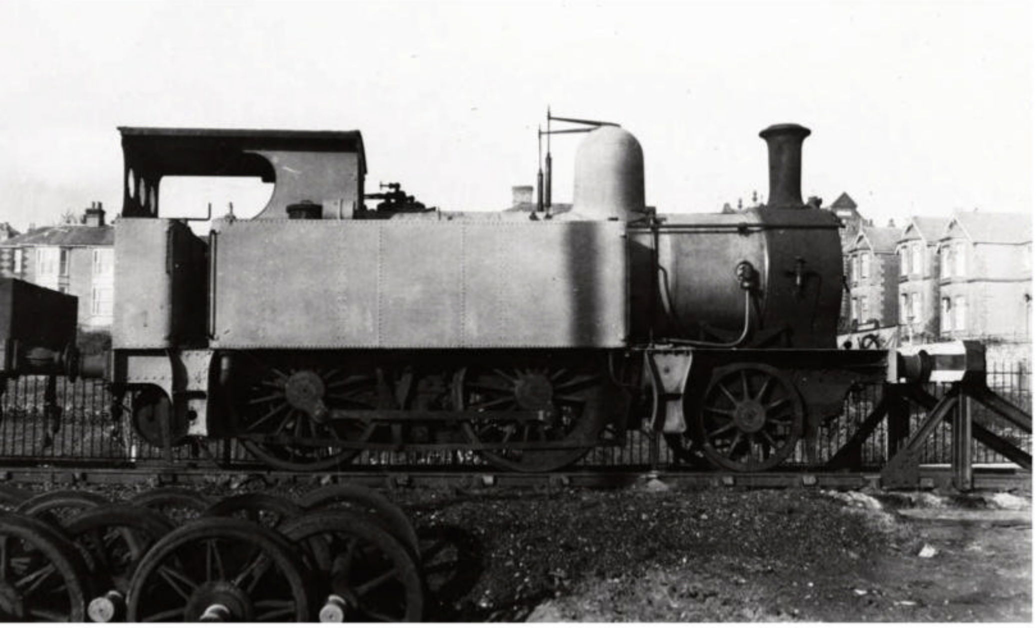

On the Isle of Wight it seemed that lady luck was smiling on Beyer, Peacock & Co Ltd locomotive No 13 *Ryde* in terms of its survival into preservation, with A B MacLeod having the June 1864-built locomotive restored to Isle of Wight Railway condition in readiness. He took this undated photograph at Newport, and on the back of the print he wrote 'W13 set aside prior to repainting for preservation'. The 2-4-0T had been withdrawn in July 1932 and was subsequently shipped to Eastleigh Works to be stored with other historical locomotives in the paint shop. Sadly, the wartime drive for scrap metal came calling in 1940 and No W13 was duly melted down for the war effort, as were other locomotives of note.
A B MacLeod/Rex Kennedy Collection

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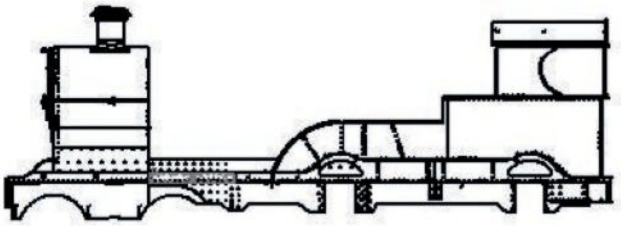

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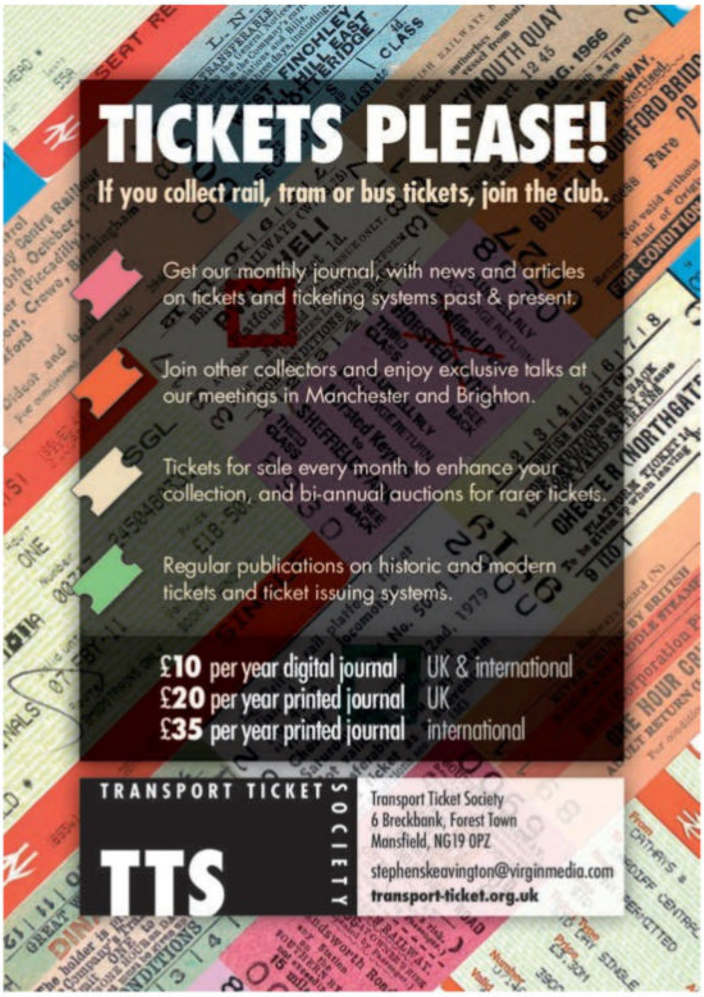

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Readers' Letters

Memories and regrets

Sir: Reading 'Trains of Thought' in the May 2023 issue brought back many memories and regrets. Mention of the Worcester Locomotive Society brought back memories of trips to the West of England, especially crawling up the hillside from the main road to get to Meldon Quarry in the middle of the night, and also to Scotland where many sheds were visited during the night time hours (always advised to pack a torch). The regrets come from the fact that during a house move some 25 years ago all of my notebooks got lost. I still look at photos taken on these, and other trips, which enable me to relive these events but it is not quite the same as thumbing through pages of numbers and being able to visualise the atmosphere.

David Parker
Portsmouth

Narrow gauge Horwich engines

Sir: I read with interest the article on locomotives being saved for the railway museum 'Building up the National Collection: the BTC years 1948-62' (*Steam Days,* September 2022) – especially, the Horwich-built 18in locomotive *Wren*. The article mentioned that *Wren* was with a more modern diesel.

Although *Steam Days* is really about steam locomotives, I would like to add that the more modern locomotive that she worked with was ZM32, a two-cylinder Ruston Hornsby 20hp built in Lincoln and built to be able to operate on both 18in and 20in gauge railways. ZM32 was used at Horwich on 18in gauge and the story I was once told was that *Wren* was much loved by the Horwich workers and in the end it used to go around the factory delivering the wages in the strongbox in a small trailer attached behind.

When Horwich Works was closed, ZM32 was purchased and worked at Glodfa Ganol slate mine as a 20in gauge locomotive carrying tourists. But when the mine was going to be reopened for slate ZM32 came up for sale and was eventually purchased by a member of Steeple Grange Light Railway near Wirksworth, Derbyshire.

ZM32 was totally rebuilt, regauged back to 18in, repainted, air brakes fitted, plus we named the locomotive *Horwich*. ZM32 works usually on the first Sunday of the month, plus if we have a party booking. ZM32 will also be worked if it is wet as our line at its steepest point has a gradient of 1 in 14. We have had on several occasions customers from all over the country to see her and ride behind her, the furthest coming from Inverness just for the day travelling overnight on the sleeper. Included our photographs of ZM32, one with *Wren* at Horwich, the other taken at Wirksworth.

Bob Smyth
Steeple Grange Light Railway

Nos 4056 and 46115

Sir: In 1956 I was in the RAF and did my trade training at Yatesbury. When the course was complete a special from Calne to Paddington got us on our way. Two pannier tanks to Chippenham, and there waiting to take us to London was No 4056 *Princess Margaret* – an unexpected treat, and I well recall walking past the engine at Paddington.

Even more of a surprise happened in January 1966. No 46115 *Scots Guardsman* was withdrawn in the four week period that ended 1 January 1966. There were three of us (including the late Richard Casserley) waiting on a misty Watford Junction station in the hopes of steam the rest of the way to Berkhamsted. Something steam appeared through the mist and to our amazement a down local ran in with No 46115 in charge. There was a chorus, 'but that was withdrawn three weeks ago', but there the engine was, and looking to be in good order. There were three in the cab so we guessed that one was a locomotive inspector. Did No 46115 do any further trips?

John Alsop *(by email)*

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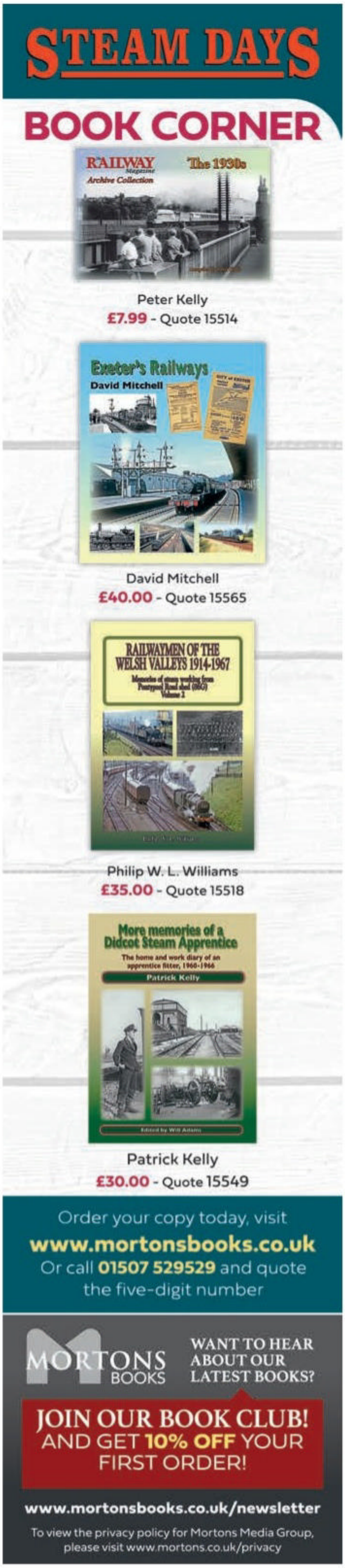
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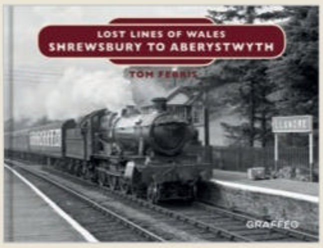
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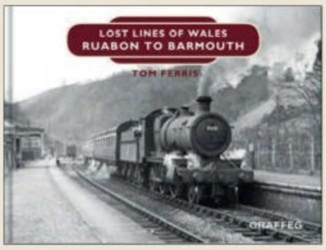
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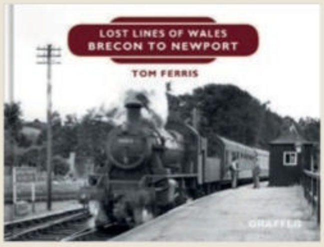
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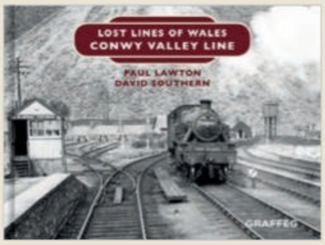
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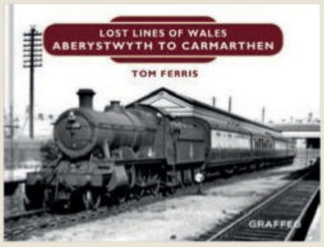
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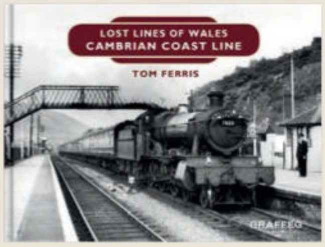
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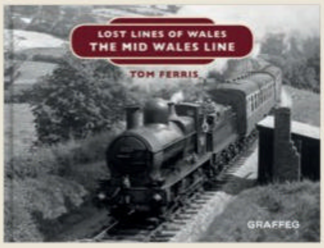
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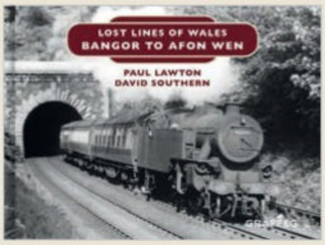
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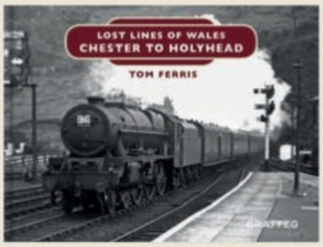
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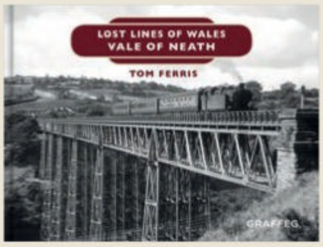
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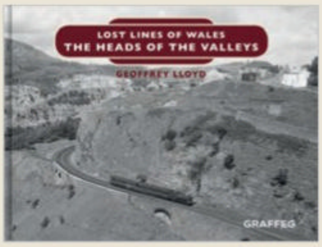
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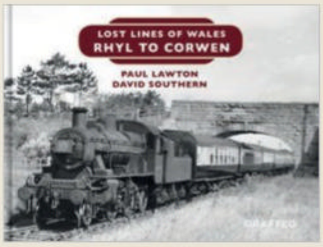
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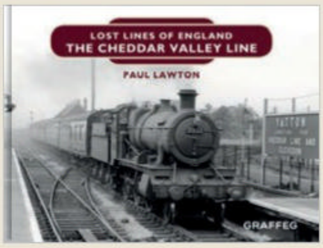
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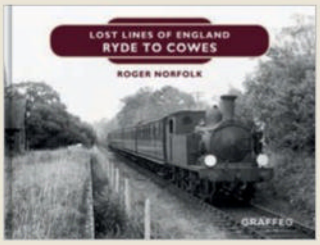
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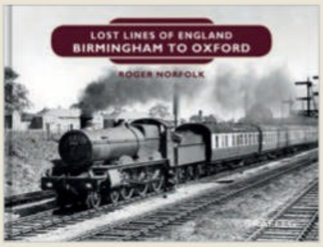
LOST LINES OF ENGLAND
BIRMINGHAM TO OXFORD
ROGER NORFOLK
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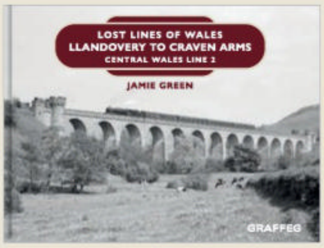
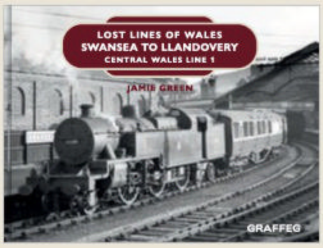
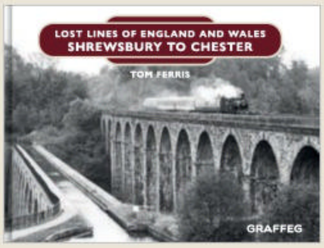
Birmingham to Oxford


LOST LINES OF WALES
LLANDOVERY TO CRAVEN ARMS
CENTRAL WALES LINE 2
JAMIE GREEN
GRAFFEG

Llandovery to Craven Arms


LOST LINES OF WALES
SWANSEA TO LLANDOVERY
CENTRAL WALES LINE 1
JAMIE GREEN
GRAFFEG

Swansea to Llandovery


LOST LINES OF ENGLAND AND WALES
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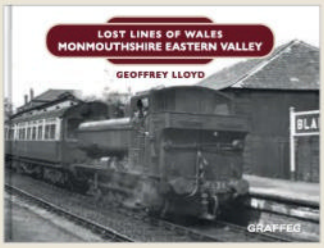
TOM FERRIS
GRAFFEG

Shrewsbury to Chester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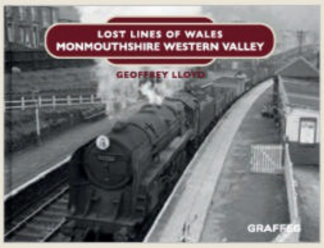
GEOFFREY LLOYD
GRAFFEG

Monmouthshire Eastern Valleys


LOST LINES OF WALES
MONMOUTHSHIRE WESTERN VALLEY
GEOFFREY LLOYD
GRAFFEG

Monmouthshire Western Valleys

LOST LINES OF ENGLAND
STRATFORD-UPON-AVON TO GLOUCESTER
ROGER NORFOLK
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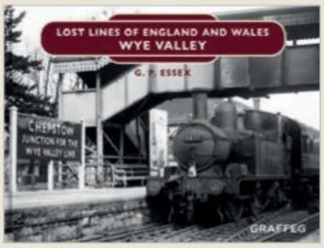
Stratford-upon-Avon to Gloucester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